

# SCOTTSDALE TRAILS SUBCOMMITTEE REPORT



**To:** Trails Subcommittee  
**From:** Susan Conklu, Transportation Planner  
**Subject:** Bicycle Friendly Community Application and Award  
**Meeting Date:** January 26, 2012

## ITEM IN BRIEF

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**Action:** Information

### **Purpose:**

Review and provide questions regarding the City of Scottsdale's 2011 application to the Bicycle Friendly Community program and the award and feedback received.

### **Background:**

One of the goals of the City's 2008 Transportation Master Plan was to reach Gold level in the Bicycle Friendly Community Program (BFC), which is available through the League of American Bicyclists and provides incentives, hands-on assistance and award recognition for communities that actively support bicycling. A Bicycle Friendly Community welcomes cyclists by providing safe accommodation for cycling and encouraging people to bike for transportation and recreation. Many communities today struggle with traffic congestion, environmental degradation, declining public health and skyrocketing transportation costs. Bicycling is part of the solution to these problems.

The BFC application provides a comprehensive picture of a community by asking questions across five categories often referred to as the Five Es: Engineering, Education, Encouragement, Enforcement, and Evaluation & Planning. A community must demonstrate achievements in each of the five categories in order to be considered for an award. Examples of achievements include safe and plentiful bikeways for bicyclists, access to safe and convenient bike parking, encouragement, and "share the road" programs for non-cyclists. Communities with more significant achievements in these areas receive superior awards.

A committee reviews and scores the application and consults with local cyclists in the applicant's community. An award of platinum, gold, silver or bronze status is designated for four years. Every community that applies receives feedback on how to improve the community for cycling whether or not an award is received.

The City of Scottsdale was awarded Silver level in 2005 and was the first community without a university or college to reach that level in this national program. Scottsdale was awarded Silver again in 2007. The League of American Bicyclists is continuing to refine the application process. Although the recent application involved similar information, it followed a different format and used different questions than the city's 2007 application. Based on feedback from the 2007 application and input from representatives from the local cycling community, the city has demonstrated significant improvements in the recent application. The most notable improvements emphasized were:

- Adoption of the Transportation Master Plan and Implementation Program including the Bicycle Element, Complete Streets Policy, Safe Routes to School program and Engineering Countermeasures
- Expansion of outreach and education efforts to children and adults
- Significant additions to bikeways mileage and gap connections

- Expansion of the trails program and public involvement through the Ad Hoc Citizen Trails Task Force and Trails Subcommittee.

The application was submitted online July 22, 2011. LAB notified the City in September that Scottsdale was designated as a Bicycle Friendly Community at the Gold level for this renewal. This designation involved careful review of the application and consultation with local cyclists.

On November 10, 2011 Walter Finch, Advocacy Director for the League of American Bicyclists, presented the Gold Bicycle Friendly Community award to the City. The award was accepted by Councilman McCullagh with City staff, local cyclists, regional bike planners and advocates, as well as Transportation Commission Chair Weiss and Vice Chair Gruver in attendance. The award presentation was held on the recently opened path and underpass at Hayden and Chaparral.

Recently, feedback on the application was provided by LAB. The reviewers felt that most of the important steps are being taken to address the needs of current bicyclists and to encourage other residents to become regular cyclists as well. Particular highlights were the completion of the Chaparral Underpass, grade-separated street crossings on the path and trail system, working with the Public Art Program for the annual Cycle the Arts ride, the "earn-a-bike program" through Handlebar Helpers, and the "Share the Road, 3-Feet: It's the Law!" street signs that have been installed along roadways as a reminder to motorists and cyclists.

Reviewers were very pleased to see the current efforts, potential and commitment to make Scottsdale an even greater place for bicyclists which can be seen in the growing number of cyclists. The designation will be due for renewal in July 2015. The City will continue to make improvements to the Bikeways program. Information on the Bicycle Friendly Community Program can be found at:

[www.bicyclefriendlycommunity.org](http://www.bicyclefriendlycommunity.org)

This same presentation was provided to the Transportation Commission at their meeting on December 15, 2011.

**Attachments:**

1. Submitted Application
2. Feedback for Scottsdale 2011 Application

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**Staff Contact:**

Susan Conklu, Transportation Planner, 480-312-2308, [sconklu@scottsdaleaz.gov](mailto:sconklu@scottsdaleaz.gov)

Reed Kempton, Principal Transportation Planner, 480-312-7630, [rkempton@scottsdaleaz.gov](mailto:rkempton@scottsdaleaz.gov)

## Attachment 1

\* Name of Community  
City of Scottsdale

\* State  
Arizona

\* Mayor or top elected official  
*include title*  
Mayor W.J. "Jim" Lane

\* Phone  
(480) 312-2433

\* Email  
[jlane@scottsdaleaz.gov](mailto:jlane@scottsdaleaz.gov)

\* Address  
City of Scottsdale  
Mayor and City Council  
3939 N Drinkwater Blvd  
Scottsdale, AZ 85251

\* Website  
<http://www.scottsdaleaz.gov/council>

### **Applicant Profile**

\* Applicant Name  
Susan Conklu

\* Title  
Transportation Planner

\* Employer  
City of Scottsdale

\* Address  
7447 E Indian School Rd, Ste 205

\* City  
Scottsdale

\* State  
AZ

\* Zip  
85251

\* Phone  
(480) 312-2308

\* Email  
[sconklu@scottsdaleaz.gov](mailto:sconklu@scottsdaleaz.gov)

## Community Profile

\* 1. Type of Jurisdiction

*Check One*

**X Town/City/Municipality**

**County**

**Metropolitan Planning Organization or Council of Governments**

**Regional Planning Organization**

**Rural Planning Organization**

**Indian Nation**

**Other**

*If other, describe*

*(50 word limit)*

\* 2. Population

*Enter a positive whole number, 1 or larger*

217,385

3. Square milage of community

\* Total area

*(sq. mi.)*

184.2

\* Water area

*(sq. mi.)*

0.3

\* Land area

*(sq. mi.)*

183.9

\* 4. Population Density

*(Person per sq. mi.)*

1182/mi

5. Climate

\* Average temperature for January

*in °F*

54.45

\* Average temperature for April

*in °F*

68.4

\* Average temperature for July

*in °F*

91.6

\* Average temperature for October

*in °F*

76.2

\* Average precipitation for January

*in inches*

1.01

Attachment 1

\* Average precipitation for April  
*in inches*  
0.25

\* Average precipitation for July  
*in inches*  
0.89

Average precipitation for October  
*in inches*  
0.85

\* 6. Median Household Income  
*Enter a whole number, 0 or larger*  
\$70,040

7. Age distribution  
\* 5.2% under 5  
\* 13.6% age 6-17  
\* 62.8% age 18-64  
\* 18.4% age 65+  
\* Totals  
*Total should equal 100*

8. Race  
\* 91.3% White  
\* 1.6% Black or African American  
\* 0.8% American Indian and Alaska Native  
\* 3.1% Asian  
\* 0.1% Native Hawaiian and Other Pacific Islander  
\* 2.0% Some other race  
\* 98.8% One race  
\* 1.2% Two or more races  
\* Totals  
*Total should equal 100*  
\* 9.5% Hispanic or Latino (of any race)

\* 9. What is the name of your community's bicycle program manager?  
Reed Kempton

\* 10. In which department does your bicycle program manager work?  
Transportation

If other, describe  
*(50 word limit)*

\* 11. Are you the Bicycle Program Manager?  
**No**

\* Bicycle Program Manager Phone  
(480) 312-7630

\* Bicycle Program Manager Email

[rkempton@scottsdaleaz.gov](mailto:rkempton@scottsdaleaz.gov)

\* 12. What percentage of the community's Bicycle Program Manager's time is spent on bicycling issues?

**10% or less**

**10-25%**

**25-50%**

**50-75%**

**X 75-100%**

\* 13. How many government employees, expressed in full-time equivalents, work on bicycle issues in your community?

*Enter a positive whole number, 1 or larger*

3

\* 14. Do you have a Bicycle Advisory Committee

**Yes**

\* 14a. How often does it meet?

**Quarterly**

If other, describe

*(250 word limit)*

\* 14b. How many members serve on the committee?

*Enter a positive whole number, 1 or larger*

4

\* 14c. Which of the following groups are represented or regularly attend the Bicycle Advisory Committee?

*Check all that apply*

**User group**

**Law enforcement**

**Chamber of commerce**

**Public health**

**Planning department**

**Transportation department**

**School board**

**Parks department**

**Recreation department**

**Transit agency**

**X Other (describe)**

If other, describe

*(250 word limit)*

The Trails Subcommittee was established by city ordinance to provide guidance to the Transportation Commission and provide a public forum for issues surrounding paths and trails. The Subcommittee consists of two members and two nonmembers of the Transportation Commission. The nonmembers are appointed to the Subcommittee by City Council.

\* 14d. Name of Bicycle Advisory Committee Chair

Josh Weiss

\* Email of Bicycle Advisory Committee Chair

[joshweiss@cox.net](mailto:joshweiss@cox.net)

\* 15. Is there a bicycle advocacy group(s) in your community?

**Yes**

15a. What is the name of the advocacy group(s) (if more than one, list them all)  
(250 word limit)

The Coalition of Arizona Bicyclists

\* 15b. Are any of them working with you on this application?

**Yes**

\* 15c. List the name of the primary group:

The Coalition of Arizona Bicyclists

\* 15d. Does this group have paid staff?

**Yes**

\* 15e. Do you contract with this group for any services or programs?

**No**

\* 15f. Who is the primary contact for them?

Bob Beane, President

\* 15g. Email of primary contact of advocacy group

bobb@cazbike.org

\* 16. What are the primary reasons your community has invested in bicycling?

*check all that apply*

**x Improved quality of life**

**x Improving public health**

**x Community connectivity**

**x Transportation options**

**x Climate change concerns**

**x Decrease traffic congestion**

**x Increase tourism**

**x Increase property values**

**x Cooperation with adjacent communities**

**x Public demand**

**x Economic development**

**x Traffic safety**

**xOther (describe)**

If other, describe

(250 word limit)

Investments in bicycling are supported by Scottsdale's voter-approved General Plan and City Council-approved Transportation Master Plan.

The General Plan is the primary tool for guiding the future development of the city. On a daily basis the city is faced with tough choices about growth, housing, transportation, neighborhood improvement, and service delivery. The General Plan provides a guide for making these choices by describing long-term goals for the city's future as well as policies to guide day-to-day decisions.

The vision statement from the Community Mobility Element of the General Plan states: Scottsdale will be a community that safely, conveniently and efficiently moves people, goods, and information by providing access and mobility choices. Scottsdale recognizes that there will be a diversity of mobility systems to match the character and lifestyle of different areas of the community. Mobility choices will provide

alternatives to the automobile, increase accessibility, improve air quality, enrich the community and its neighborhoods, and contribute to the community's quality of life.

One of the goals from the Transportation Master Plan is to increase the range and convenience of transportation choices. Scottsdale is a "community of choice", a destination for both residents and visitors seeking a high quality of life. The ability to safely bicycle to all destinations increases the quality of life and is supported by our residents and city leaders.

17. What was your community's most significant investment for bicycling in the past year?  
(100 word limit)

The Chaparral Underpass on the Indian Bend Wash Path eliminated the need for pathway users to make three major arterial street crossings. The path is located on the west side of a seven-lane street. Users had to cross both legs of a 60,000 vehicle-per-day intersection, ride one-half mile, then cross the seven-lane street again. The project was initiated in 1994 and was stalled several times by adjacent property owners. Staff developed a plan using existing right-of-way, mitigated the neighbor's concerns, and provided a major improvement to the most popular path in the region.

18. What specific improvements do you have planned for bicycling in the following year?  
(100 word limit)

Scottsdale will add 30 miles of bikeways during the coming year. This includes nine miles of arterial street bike lanes, 3.5 miles of paved shared use paths, 12 miles of unpaved trails, two underpasses, several pedestrian refuge islands, and a bridge widening to include bike lanes and wider sidewalks.

Wayfinding Signage is being identified for installation in the current fiscal year.

Several schools will be added to our Safe Routes to School Program. Additional bike parking will be installed downtown. Our Green Building Program will begin encouraging local businesses to complete the League's Bicycle Friendly Business program's BFB Scorecard.

## Engineering

19. Does your community have

**X a complete streets policy?**

**X a bicycle accommodation policy (a policy that requires the accommodation of cyclists in all new road construction and reconstruction and resurfacing)?**

19a. When was it adopted

The Transportation Master Plan was unanimously adopted by the Scottsdale City Council on January 8, 2008.

19b. Provide a link or attach a copy of this legislation or policy.

(250 word limit)

[http://www.scottsdaleaz.gov/traffic/transmasterplan/Adopted\\_sections](http://www.scottsdaleaz.gov/traffic/transmasterplan/Adopted_sections)

## 2.0 COMPLETE STREETS

**POLICY OBJECTIVES:** To design, operate, and maintain Scottsdale's streets to promote safe and convenient access and travel for all users: pedestrians, bicyclists, transit riders, and equestrians, as well as cars, trucks, and buses. Improve community quality of life in Scottsdale neighborhoods by



implementing strategies that reduce the negative impacts created by automobile traffic on neighborhood streets, as well as increase the pedestrian and bicycle options for the neighborhood.

A complete street is one that is designed and operated to enable safe and comfortable access for all users. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities are able to safely move along and across a complete street. Various streets in the community are currently without sidewalks or paths or have inadequate sidewalks; are too narrow to safely share with bikes; may be intimidating to cross as a pedestrian; or are uninviting for transit users. While the City's current design guidelines are very consistent with the complete streets concept, instituting a complete streets policy ensures that the entire ROW is designed and operated to enable safe access for all users. Complete streets policies recognize that there is a need for flexibility as all streets are different and user needs will be balanced. All road projects should result in a complete street appropriate to local context and needs. The following policies will apply to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire ROW.

19c. How was it adopted?

**Legislation**

**xResolution**

**Internal Policy**

**Other**

If other, describe

(250 word limit)

19d. What tools are in place to ensure implementation?

*Check all that apply*

**X Implementation Guidance**

**XDesign**

**XManual**

**XTraining**

**X Other**

(500 word limit)

As far as we know, Scottsdale is still the only community in Arizona to adopt a "Complete Streets" policy. We worked closely with the Maricopa Association of Governments to develop a Complete Streets Guide for other agencies in our region to follow.

The facilities needed to provide for all modes of transportation are fully integrated into our Design Standards and Policy Manual: <http://www.scottsdaleaz.gov/design/dspm>

The implementation program of the Transportation Master Plan was adopted by the Scottsdale City Council on January 13, 2009:

<http://www.scottsdaleaz.gov/Assets/Public+Website/traffic/Adopted+Transportation+Master+Plan/formatted+Implementation+Program.pdf>

The Capital Improvement Projects are developed with significant emphasis on reconstructing streets to better accommodate bicyclists and pedestrians.

An inter-department review team meets weekly to evaluate the detailed plans for every private project submitted to the city and every project constructed by the city. This team includes engineers and planners from Planning, Stormwater, Water Resources, Fire, and Transportation. Developers are required to make appropriate improvements to public infrastructure when their projects impact the adjacent streets and neighborhoods.

20. How do you ensure your engineers and planners accommodate cyclists according to AASHTO and MUTCD standards?

*Check all that apply*

**X Training**

**Offer FHWA/NHI Training Course**

**Hire Outside consultants to train staff**

**X Send staff to bicycle-specific conferences/training**

**X Require project consultants to have bike/ped qualifications**

**X Internal training or design manual**

20a. Describe each checked

*(200 word limit)*

Many of our engineers are still able to attend local and state conferences but all out-of-state training opportunities have been eliminated. Many of our staff have attended webinars offered by FHWA, APBP, APA, and other national organizations.

Outside consultants are hired based on their qualifications. Consultants working on bike/ped projects are required to have appropriate skills.

The Transportation Master Plan references AASHTO guidelines and MUTCD standards the plan.

The Design Standards and Policy Manual is closely aligned with AASHTO and MUTCD.

All of our staff are members of ITE or APA and two of our staff are members of APBP.

\* 21. What percentage of bridges and tunnels in your community are accessible to bicyclists?

*Enter a whole number, 0 or larger*

100

21a. What are the exceptions?

*(500 word limit)*

\* 22. How do you ensure there are end-of-trip facilities for bicyclists?

*Check all that apply*

**X Bike parking ordinance**

**X Bike parking ordinance for all new developments**

**Ordinance requiring showers and lockers**

**X Building accessibility ordinance**

**X On street bike parking**

**X Ordinance that allows bike parking to substitute for car parking**

**X Standards for bicycle parking that conform to APBP guidelines**

**X Other**

*If other, describe*

*(500 word limit)*

We understand the importance of bicycle parking. Scottsdale staff member Reed Kempton was the editor of the first APBP Parking Design Guidelines and continues to be involved in bike parking decisions. The City of Scottsdale has had a bicycle parking ordinance since 1995. Significant development has taken place city-wide since then and there are bike racks everywhere. Our previous ordinance did not require downtown businesses to provide bike parking if their required auto parking was less than 40 spaces. This ordinance was changed last year to require a minimum of two bike parking spaces for every project in the city, regardless of the number of auto spaces. Additional bike parking is being added downtown by the

city where deficiencies have been identified. This year an in-street bike corral was added by a business to fulfill the bike parking requirement where there was insufficient room in front of the building. This design will now be utilized in other areas of downtown where space may be limited to install bike racks near buildings. The bike corral takes approximately one vehicle parking space and is in a visible location.

The city's voluntary Commercial Green Building Program can help ensure end-of-trip facilities for bicyclists. The Scottsdale City Council recently adopted the International Green Construction Code (IgCC). This step makes it easier for developers of commercial and multi-family housing to "go green" through design and construction techniques.

The IgCC is an overlay code designed to work in tandem with the city's existing building codes. As such, the IgCC has a Transportation Impact Mitigation section which addresses the following:

- Walkways and bicycle paths connections
- Changing and shower facilities
- Bicycle parking and storage
- Vehicle parking (preferred parking for high occupancy vehicles and low emission, hybrid and electric vehicles)

Comment on Question 23:

We do not have staff available to inventory bike racks and do not want to make a wild guess. Bike racks exist everywhere on both public and private property. The only area of the city where bike parking is challenging is in downtown. We have a detailed inventory of downtown and are working to place racks in appropriate locations. With current staffing levels, counting racks outside of downtown is not a priority.

23. How many bike parking spaces are there in your community?

*Answer all that apply*

23a. Bike racks

*Enter a whole number, 0 or larger*

23b. Bike lockers

*Enter a whole number, 0 or larger*

23c. Bike depot (i.e. Bikestation)

*Enter a whole number, 0 or larger*

23d. In-street bike parking

*Enter a whole number, 0 or larger*

6

24. Approximately what percentage of these locations have bike racks or storage units?

24a. Schools

100

24b. Libraries

100

24c. Transit Stations

100

24d. Parks & Recreation Centers

100

24e. Government buildings

100

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24f. Office buildings

98

24g. Shops

98

24h. Public Housing

100

\* 25. Does your community have transit service?

**Yes**

\* 25a. Are buses equipped with bike racks?

**Yes**

25b. What percentage?

100

25c. Are bikes allowed inside transit vehicles?

**Yes**

If yes or sometimes, describe

*(100 word limit)*

Bikes are allowed inside the transit vehicles if the bike racks are full, at the discretion of the driver

\* 26. What is the mileage of your total road network?

*Enter a whole number, 0 or larger*

901

\* 27. What is the mileage of your total shared-use path network?

336

28. List your current and planned bicycle accommodations?

*Complete all that apply*

a. Bike lanes

Current

124

Planned

*Enter a whole number, 0 or larger*

209

b. Shared lane markings

Current

*Enter a whole number, 0 or larger*

1

Planned

*Enter a whole number, 0 or larger*

1

c. Bike boulevards

Current

*Enter a whole number, 0 or larger*

0

Planned

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*Enter a whole number, 0 or larger*

0

d. Signed bike routes

Current

*Enter a whole number, 0 or larger*

112

Planned

*Enter a whole number, 0 or larger*

0

e. Paved shared use paths

Current

*Enter a whole number, 0 or larger*

119

Planned

*Enter a whole number, 0 or larger*

168

f. Natural surface shared use paths

Current

*Enter a whole number, 0 or larger*

218

Planned

*Enter a whole number, 0 or larger*

295

g. Singletrack

Current

*Enter a whole number, 0 or larger*

0

Planned

*Enter a whole number, 0 or larger*

0

\* 29. What other innovative ways have you improved on-road conditions for bicyclists?

*Check all that apply*

**X Road diets**

**X Area wide traffic calming**

**Cycle tracks**

**Contra-flow bike lanes**

**Speed limits 20 mph or less on residential streets**

**X Bike cut thrus**

**Way-finding signage with distance and/or time information**

**None**

**X Other**

If other, describe

*(500 word limit)*

The Bicycle Element of the Transportation Master Plan outlines recommended guidelines for indentifying potential locations for roadway restriping to better accommodate bicyclists. A map was created showing the potential project treatment for all arterials without existing bike lanes. On every overlay and resurfacing project, staff goes to the field with a tape measure to see if there is enough room to add bike

lanes when the roadway is restriped. Our Field Services group works very closely with Traffic Engineering and Transportation Planning to place bike lanes on every project possible.

Bike lanes were recently added to Thomas Road from Hayden to Pima while restriping during a road overlay. In one segment, there was insufficient space to add bike lanes for both eastbound and westbound cyclists. A creative solution was designed with westbound bike lanes being striped, while a frontage road was utilized for eastbound cyclists with bike route signage, shared-lane markings and curbcuts so cyclists can ride in the sharrow if they do not wish to ride along Thomas in the travel lane. Since then, a similar solution was added to Indian School Road west of 64<sup>th</sup> Street. Staff is evaluating other locations for this type of option on streets that do not have sufficient width for bike lanes in both directions.

A wayfinding project was identified in the Transportation Master Plan and is currently being implemented. Locations are being evaluated. Signs are being designed and the project is funded in the current fiscal year.

\* 30. What percentage of arterial streets have bike lanes or paved shoulders?

*Enter a whole number, 0 or larger*

45

\* 31. What percentage of natural surface, trails and singletrack are open to bicyclists?

*Enter a whole number, 0 or larger*

99%

31a. What are the exceptions?

*(500 word limit)*

One section of trail features a very steep climb to the top of a peak. Bike racks are available at the base of the ascent.

32. What maintenance policies or programs ensure *bike lanes* and *shoulders* remain usable and safe?

*Answer all that apply*

\* 32a. Street sweeping

**Before other travel lanes**

**X Same time as other travel lanes**

**Weekly**

**Monthly**

**Quarterly**

**Annually**

**Never**

**X Other**

If other, describe

*(250 word limit)*

All major streets are swept twice monthly. The majority of our bike lanes are located on major streets. A "Report a Problem" web page accessible from ScottsdaleAZ.gov, provides direct links so that anyone can submit maintenance issues with bike lanes and shoulders.

Many maintenance related issues are reported by city staff through an Eyes On-line program. All employees submitting reports are entered in a monthly drawing for a \$25 gift card.

\* 32b. Snow clearance

**Before other travel lanes**

**Same time as other travel lanes**

**Same time as other travel lanes**

**Within 48 hours of storm**

**Never**  
**X Other**  
**X Not applicable**

If other, describe

(500 word limit)

We rely on the sun to keep our facilities snow free every single day of the year.

\* 32c. Pothole maintenance

**X Within 24 hours of complaint**

**Within one week of complaint**

**Within one month of complaint**

**Never**

**Other**

If other, describe

(500 word limit)

32d. Other Maintenance policies or programs for bike lanes and shoulders (describe)

(500 word limit)

Shoulders are maintained twice a year. Complaints on shoulders are resolved within a week depending on severity.

The Coalition of Arizona Bicyclists provides an e-mail address, [roadhazard@cazbike.org](mailto:roadhazard@cazbike.org) where anyone can report an issue on a bike facility. Any conditions reported to the address are forwarded to the appropriate agency. When the responsible agency is unclear, CAzB sends the report to all agencies who might have jurisdiction.

33. What maintenance policies or programs ensure *shared-use paths* remain safe and usable?

*Answer all that apply*

\* 33a. Path sweeping

**Weekly**

**X Monthly**

**Quarterly**

**Annually**

**Never**

**x Other**

If other, describe

(250 word limit)

Most of our paths are inspected weekly. The paths located in city parks are inspected daily. Although the shared-use paths are all on a monthly sweeping schedule, sections are swept ahead of schedule whenever an issue is reported. These are corrected within 24 hours. Path users can notify the City of problem areas through the City web site. Since city employees ride our paths, many issues are reported within 24 hours.

\* 33b. Vegetation maintenance

**Weekly**

**Monthly**

**Quarterly**

**Annually**

**Never**

**X Other**

If other, describe

(250 word limit)

Any vegetation issues that arise prior to weekly maintenance are corrected as they are reported. This is resolved within 24 hours.

\* 33c. Snow clearance

**Before roadways**

**Same time as roadways**

**Within 48 hours of storm**

**Never**

**Other**

**X Not applicable**

If other, describe

*(250 word limit)*

\* 33d. Surface repair

**Within 24 hours of complaint**

**X Within one week of complaint**

**X Within one month of complaint**

**Never**

**Other**

If other, describe

*(500 word limit)*

33e. Other Maintenance policies or programs for shared-use paths (describe)

*(500 word limit)*

The paths located in flood control facilities and closed by city staff during storm events. These are normally reopened with a day or two after the event.

\* 34. How do you accommodate cyclists at intersections in your community?

*Check all that apply*

**All /Most signals are timed for bicyclists**

**X All /Most signals are timed**

**Loop detector markings**

**Video detection**

**Advance stop line or Bike Box**

**Bicycle signal heads**

**X Other**

**None of the above**

If other, describe

*(500 word limit)*

The safest way to move bicyclists and pedestrians across a street is with a grade-separated intersection. Scottsdale has 93 grade-separated street crossings on our path and trail system, some of which are located at signalized intersections. Forty of these are located under bridges constructed over drainage corridors. Forty-seven are tunnels. It has been City policy for many years that whenever a bridge or culvert is constructed over a planned or existing path or trail, the structure should accommodate the nonmotorized facility. We have two tunnels constructed with major roadways where the tunnel is buried waiting for path construction. A third tunnel, constructed a decade ago, is being opened this month. The other crossings are bridges where the road was lowered to accommodate the bike/ped crossing. We have one bike/ped/equestrian bridge over a freeway. The unique design placed a lower section with a rougher in the center of the bridge to better accommodate horses.

We have 13 bike/ped bridges over our canals. Several were artist designed and are included in the City's Public Art Collection. The Soleri Bridge and Plaza, right in the center of downtown, was the first bridge constructed by famed architect Paolo Soleri. There are 72 pedestrian refuges and five raised pedestrian crossings in our streets.



The city is adding detection equipment for vehicles and bikes from Sensys in new signals and when signals are replaced. City staff tested the Sensys equipment with bicycle wheels of various sizes and materials. During testing, all the wheels were detected by the Sensys system. We are also evaluating a new radar detection system that will integrate with our existing technology.

Push buttons along the curb for eastbound and westbound cyclists were recently added at Sweetwater and Scottsdale Road, a primary bikeway. Push buttons along curbs will continue to be added in other locations along primary bikeways where signals will not be replaced in the near future.

\* 35. Are there other infrastructure improvements in your community to promote bicycling?

**X Yes**

**No**

If yes, describe  
(500 word limit)

Scottsdale continues to dedicate nearly 20 percent of the Transportation Capital Improvement Program to bicycle and pedestrian facilities. This equates to more than \$50 million in the next five years for paths, trails, bike lanes, sidewalks, and amenities. Recognizing the importance of Complete Streets, street and intersection improvements integrate all modes of transportation. Our projects include public art, win national awards, and achieve world-wide recognition for enhancing quality of life through transportation.

It began in the 1970s with the Indian Bend Wash. This once-eroded eyesore running through the center of town was originally proposed to be built as a concrete channel. The community had a different vision and created one of the nation's most well-known flood control projects featuring 7.5 miles of parkland with lakes, golf courses, recreational facilities, and an extensive shared use path system for skating, biking, walking, and jogging. Every arterial street along the path has a grade-separated crossing. Construction on a one-mile gap next year will extend the facility to 22 miles and connect WestWorld, our premier event center, with the Tempe Town Lake.

Our metro area is crisscrossed by a series of irrigation canals originally constructed by the Hohokam nearly 2000 years ago. Today, the Salt River Project facilitates the construction of paths and trails along the canal banks, two of which pass through Scottsdale. The Arizona Canal is a component of the Sun Circle Trail and is listed as a National Recreation Trail. An existing concrete path, underpass, and two bridges exist between Goldwater Boulevard and Scottsdale Road. One of the bridges, designed by architect Paolo Soleri, is now a prominent downtown feature. The city plans on building a concrete, shared use path on one bank all the way through Scottsdale. The section from 60th Street to Goldwater is in design and construction funding is available in 2012 to build the path from 64th Street to Goldwater. This will connect with the new path along the Crosscut Canal. Funding is in place to construct the path between Chaparral and Indian Bend roads in 2014. With Tempe recently completing their portion of the Crosscut Canal path, cyclists will soon be able to ride a 17-mile loop that will include the Indian Bend Wash, Arizona Canal, Crosscut Canal, and Rio Salado paths. This will provide access to both downtown Scottsdale and Tempe, Papago Park, the Phoenix Zoo, Desert Botanical Gardens, and the Tempe Town Lake. Artist designed bridges, tunnels, and paths in both communities make the facilities safe and inviting.

Scottsdale is systematically rebuilding our arterial streets to make them "complete". Without adding vehicle capacity, Indian School Road was reconstructed to add bike lanes, wide sidewalks with landscaped buffers, landscaped medians, and public art. Indian Bend Road was rebuilt with a bridge over a major wash. The project, receiving four major awards so far, included bike lanes, sidewalks, paths, a

grade-separated path crossing, and stunning public art. Portions of four other arterial streets, including our signature Scottsdale Road are in construction with similar treatments.

## Education

\* 36. Do schools in your community offer a Safe Routes to School (or comparable) program that includes bicycling education?

**Yes**

What percentage of schools in your jurisdiction participates?

a. Elementary (percentage)

*Enter a whole number, 0 or larger*

100

b. Middle School (percentage)

*Enter a whole number, 0 or larger*

c. High School (percentage)

*Enter a whole number, 0 or larger*

\* 37. Outside of schools, how are children taught safe bicycling skills?

*Check all that apply*

**Youth bike clubs**

**X Bike clinics or rodeos**

**Youth recreation programs**

**X Helmet fit seminars**

**Safety town**

**Trail riding classes**

**X Other**

**None of the above**

*If other, describe*

*(500 word limit)*

Scottsdale Transportation, Fire and Police staff teach children safe bicycling skills in a variety of ways outside of schools. Presentations on helmet safety and bike maintenance along with bike rodeos are held with scout troops. There are drop-in bike rodeos at events such as the Tour de Scottsdale. Community bike rides such as the Spring Break Police Bike Ride for kids, Walk and Bike to School Day and Cycle the Arts always include a pre-ride lesson on proper helmet fitting, "ABC or Air, Brake, Chain" inspection over bikes, hand signal use, sharing the road and other safe cycling skills.

Handouts at all presentations, events and booths include:

- My Very First Walk to School guidebook with pedestrian and bicycle safety
- Focus on Safety trading cards with safety tips
- Focus on Safety bracelets
- Stickers with "Look Left, Right, Left" message for cyclists, pedestrians and drivers
- Valley Metro Sharing the Road brochures for cyclists and motorists with Arizona Bicycle Laws
- Valley Metro Helmet Your Head brochures

### Bicycle Safety Education Campaign

Valley Metro developed a strategic marketing, community outreach, education and communications plan for a bicycle safety education campaign for Maricopa County. This included advertising elements, public

relations strategies, community outreach programs and education initiatives. The primary objectives of this plan are to motivate people to wear helmets and ride on the right side of the road, communicate the risks involved when people do not wear helmets, and reduce the number of bicycle-related injuries. A Bicycle Safety Education Stakeholders Group was organized to bring MAG agencies, health care professionals, and bicycle safety experts together to implement the plan. In 2009 Valley Metro trained Scottsdale city staff on the updated Bike Rodeo curriculum and kits.

The plan includes:

- Portable Bike Rodeo Kits, DVD and CD with printable information
- Bicycle Safety Education Curriculum for School Outreach
- Activity materials for use in presentations for school children
- Sharing the Road guide for cyclists and motorists in English and Spanish
- "Helmet Your Head" guide for parents in English and Spanish
- Presentation tools such as "brains" that show the potential injury to the head and brain
- Giveaway items such as blinking lights and brain pencil erasers
- Bike/Walk webpages with educational pieces

Helmet Your Head curriculum and kit

This is a free educational kit designed for teachers, youth leaders, health professionals, and parents to teach children, especially those between 8 - 12 years old, the importance of wearing a helmet. The "Helmet Your Head" program is sponsored by the Maricopa County SAFE KIDS Coalition. Barrow Neurological Institute® of St. Joseph's Hospital and Medical Center, a partner member of the SAFE KIDS Coalition, helped develop the kit in conjunction with the Coalition. Scottsdale Police, Fire and Transportation staff were trained in 2009 by a Barrow representative to present the curriculum.

The "Helmet Your Head" kit includes:

- Easy-to-follow K-12 lesson plans with interactive activities
- Models of the skull and brain
- Brain JELLO mold to create a JELLO brain

\* 38. Do you have a diversion program for cyclists or motorists?

**Yes**

If yes, describe

(500 word limit)

A diversion program is available for eligible violations if the person meets certain requirements. If a Defensive Driving Class is completed at a Supreme Court certified school, eligible charges will be dismissed, the person will not have to go to court for one traffic charge, no points will be made against the Driver's License for that charge and no fine will be incurred.

The diversion program is available for people that meet all of the following criteria:

- The person **has not** attended a Defensive Driving Class in the State of Arizona for dismissal of a traffic charge within the past two years (*previous violation date to current violation date*).
- A violation code on the complaint **matches** one that is listed in the "Violations Eligible for Defensive Driving Program" section on the Fine Schedule.
- The traffic charge **did not** result from an accident involving serious physical injury or death.
- The traffic charge **has not** already been set to hearing or trial.
- People **under the age of 18 years of age** must appear in court with a parent to obtain permission to attend a Defensive Driving Class.
- **Effective 09/30/2009**-A commercial driver license holder OR A DRIVER OF A COMMERCIAL MOTOR VEHICLE THAT REQUIRES A COMMERCIAL DRIVER LICENSE **is not** eligible for the

defensive driving diversion program. (A.R.S. §28-3392).

The class must be completed at least 7 days prior to the court appearance date on the complaint or extension notice.

Failure to do so may result in the entry of a default judgment and/or driver's license suspension with additional monetary penalties being imposed.

**Red Light Violations:** People found responsible or entering a plea of responsible for red light traffic control signals, including flashing stop signal violations, will be ordered by the Motor Vehicle Division to attend and successfully complete Traffic Survival School or suffer suspension of their driving privileges.

\* 39. What have you done in the last 18 months to educate motorists and bicyclists on sharing the road safely?

*Check all that apply*

**X Public service announcements**

**Community newsletter article**

**New resident packet**

**Utility bill insert**

**Bicycle ambassador program**

**X Newspaper column/blog on bicycling**

**X Dedicated bike page on community Web site**

**Billboards**

**x Share the Road Signs**

**x Share the road information in driver's education**

**X Other**

**None of the above**

*If other, describe*

*(500 word limit)*

During Bike Month several Variable Message Signs displayed "Share the Road" to remind motorists and cyclists to safely share the road. Information on the Complete Streets program, Trails program and Safe Routes to School were featured on two editions of Go With the Flow on CityCable Channel 11. Staff gave a brief overview of the programs and answered questions in a game-show format. Each has been broadcast regularly throughout the year. Three Focus on Safety public service announcements for walking, bicycling and driving safety have been broadcast regularly on CityCable Channel 11. Many of these are also available on the city's website at:

[http://scottsdale.granicus.com/ViewPublisher.php?view\\_id=43](http://scottsdale.granicus.com/ViewPublisher.php?view_id=43)

Copies of the Focus on Safety videos have been distributed to teachers and scout troops. Incentive items that have been given away to include Focus on Safety bracelets, trading cards with safety tips and stickers with "Look Left, Right, Left" for motorists, pedestrians and cyclists.

40. What of the following options are available on a regular basis to your community?

\* 40a. Traffic Skills 101 (or equivalent) classes -- including classroom and on-bike instruction.

**Weekly**

**Monthly**

**Quarterly**

**Annually**

**Never**

**X Other**

*If other, describe*

*(250 word limit)*

The Coalition of Arizona Bicyclists hosts this five-hour street bicycling program taught by instructors certified by the League of American Bicyclists. Participants learn the basics of bicycle and helmet fit, state

bicycle laws, and important skills including how to predict and prevent crashes, and how to bail out as a last resort. This hands-on and on-bike class helps bicyclists of all levels improve their confidence and skills under various environmental, surface and traffic conditions. Students are required to complete an approximately four hour online portion prior to class.

Classes are scheduled based on requests and instructor availability, typically quarterly. CAzB's web page directs users to an on-line League Traffic Skills 101 sponsored by the City of Houston.

\* 40b. Cycling Skills classes -- three to four hour classroom training courses

**Weekly**

**Monthly**

**Quarterly**

**Annually**

**Never**

**Other**

If other, describe

*(250 word limit)*

\* 40c. Commuter classes - one/two hour classes

**Weekly**

**Monthly**

**Quarterly**

**Annually**

**Never**

**Other**

If other, describe

*(250 word limit)*

\* 41. Has your community hosted a League Cycling Instructor seminar in the past two years?

**Yes**

**No**

\* 42. How many League Cycling Instructors are there in your community?

*Enter a whole number, 0 or larger*

7

43. List active League Cycling Instructors (active means they have taught at least one class during the past 12 months).

*(500 word limit)*

Tom Adams, LCI # 1729, Scottsdale, AZ

Gene Holmerud, LCI # 1193, Phoenix, AZ

Michael Sanders, LCI # 1428, Phoenix, AZ

Jane Larson, LCI # 1721, Scottsdale, AZ

Kathryn L. Mills, LCI # 1194, Phoenix, AZ

Richard Moeur, LCI # 266, Phoenix, AZ

Sharon Newman-Matt

44. Does your community have driver training for any of the following professional drivers that include information on sharing the road with cyclists?

*Check all that apply*

**City staff**

**Taxi drivers**

**Taxi drivers**

**X Transit operators**

**School bus operators**

**Delivery drivers**

**Other**

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\* If other, describe  
(250 word limit)

\* 44a. If yes to any of the above, describe the program.  
(500 word limit)

In 2010 City of Scottsdale Transportation and Police staff presented Share the Road information to trolley drivers during the trolley company's regular safety meeting. Drivers were given printed information on State of Arizona traffic laws for drivers and cyclists. During the presentation emphasis was made on the rights and responsibilities of vehicle operators and cyclists as well as the three-foot passing law for motorists.

\* 45. Describe any efforts your community has made to ensure your education programs reach traditionally underserved populations.  
(500 word limit)

Valley Metro produces Sharing the Road and Helmet Your Head brochures in both English and Spanish. These brochures are given to each city to distribute to the public.

\* 46. Are there other education efforts in your community to promote bicycling?

**Yes**

\* 46a. If yes, describe  
(1000 word limit)

The city promotes bicycling to the community in a variety of educational formats throughout the year. This is aimed at children and adult cyclists of all skill levels.

### Community Bike Rides

Community bike rides hosted by the city always incorporate an education component before the ride. This lesson involves proper helmet fitting, "ABC or Air, Brake, Chain" inspection over bikes, how to safely ride in a group, hand signal use, sharing the road and other safe cycling skills. Annual community rides include Cycle the Arts, Spring Break Bike Ride for kids with the Police Department, Bike to Work Day, Walk and Bike to School Day, and Valley Metro's Great Bike Chase Ride and AZ Diamondbacks Game from Scottsdale to Phoenix.

### Events Booths

The city hosts booths at many events. The booths focus on informing the public of all ages about our bikeway facilities, upcoming projects and events, helmet use and sharing the road. These are supplemented with giveaway items such as maps and safety brochures. Staff answer questions and receive feedback from the public at these events. Regular events include Fit City, All Things Senior Expo, Public Safety Fair, and Tour de Scottsdale Expo.

### Presentations

Transportation, Fire and Police staff often present bicycling information to elementary students, scout troops, college students, leadership academy participants and other city staff. Staff present bicycle and motorist laws, bike maintenance classes, bike rodeos, helmet safety with skull and brain models, overviews of our bikeways program, and upcoming construction projects and events. In 2010 the Watch Out! On the Road curriculum was presented to approximately 1600 Kindergarten and first-graders at every elementary school in Scottsdale. The 20-30 minute presentation involves a review of transportation safety rules, practicing the look left, right left and reading of the book, "Watch Out! On the Road." The transportation safety messages include bicycling, walking and riding in a vehicle.

Handouts at presentations, events and booths include:

- MAG Regional Bikeways Maps
- Indian Bend Wash Shared Use Paths Maps
- My Very First Walk to School guidebook with pedestrian and bicycle safety
- Focus on Safety trading cards with safety tips
- Focus on Safety bracelets
- Stickers with "Look Left, Right, Left" message for cyclists, pedestrians and drivers
- Valley Metro Sharing the Road brochures for cyclists and motorists with Arizona Bicycle Laws
- Valley Metro Helmet Your Head brochures

## Encouragement

\* 47. How do you promote National Bike Month?

*Check all that apply*

**City Proclamation**

**X Community Ride**

**Mayor-led Ride**

**Public Service Announcements**

**Publish a guide to Bike Month Events**

**X Bike Month Web site**

**X Commuter Challenge**

**Commuter Breakfasts**

**Trail construction or maintenance day**

**X Other**

**No promotion**

\* If other, describe

*(1000 word limit)*

\* 48. How many people participate in Bike Month events?

*Enter a whole number, 0 or larger*

150

\* 49. How do you promote bicycling outside of National Bike Month?

*Check all that apply*

**X Community Ride**

**Mayor-led Ride**

**Public Service Announcements**

**Trail construction or maintenance day**

**Summer Streets/Ciclovia/Sunday Parkways**

**Commuter Challenge**

**Commuter Breakfasts**

**X Other**

**No promotion**

\* If other, describe

*(500 word limit)*

Bicycling is promoted through our Public Art Program. Some of the City's first settlers were artists, craftsmen, architects, art collectors, educators, and others who believed that art should be part of the fabric of the community. The municipal art collection was formally established in 1967 and now includes more than 1,950 total objects (704 municipal and 1250 museum pieces). As a defining characteristic of our community, public art enhances Scottsdale's unique character, image, and identity. The City has a Percent for Art component in its Capital Improvement Program (CIP) budget as well as an Art in Private Development ordinance. Our parks and paths have benefited tremendously from this effort.

Transportation projects regularly include artists as members of design teams, most recently on the Crosscut Canal path project from McDowell to Thomas roads. Each year, the Public Art Program teams with City staff to host a bicycle tour of public art installations. This Cycle the Arts event, typically during Bike Month, is truly unique to Scottsdale. Temporary art installations often feature bicycle themed projects and staff is always working to integrate bicycling into the art. A staff member's 1953 cruiser with a handlebar-mounted radio was featured in the Scottsdale Museum of Contemporary Art during a six month exhibit on how we listened to music.

In 2010 the city produced a self-guided bike tour of the downtown public art. A short video highlights the tour and encourages people to visit downtown by bike. The video includes safety tips for cyclists reminding them to use a helmet, eye protection, bright-colored clothing, sturdy shoes, sunscreen and water. The free Downtown Trolley is also featured, reminding people that all trolleys have bike racks for trips combining bicycles with transit. The video is frequently broadcast on CityCable Channel 11.

The video, a map of the tour and fact sheet about nearly a dozen works of art is available on the website: <http://www.scottsdaleaz.gov/Topics/transportation>

During the school year city staff encourage schools to host Bike and Walk to School Day. These are often held outside of Bike Month and International Walk to School Month, due to the climate. Several have been held in February when the weather is more comfortable for walking and bicycling.

*I Ride! Bicycling in the Maricopa Region* is a 30 minute video created by the Maricopa Association of Governments (MAG) promoting bicycling in our metro area. It highlights the regional bike network, focusing on connectivity and the potential economic impact of a bike friendly region. Scottsdale Mayor Lane, the City of Scottsdale, and City of Scottsdale staff are prominently featured in this production. The video can be found at:

[http://www.azmag.gov/Videos/bicycle/vid\\_bikes.html](http://www.azmag.gov/Videos/bicycle/vid_bikes.html)

\* 50. Do you actively promote Bike to Work Day or other bicycle commuting incentive programs?

**Yes**

\* 50a. If yes, describe  
(500 word limit)

The city hosts a bike ride on Bike to Work Day from two locations to downtown Scottsdale that is open to the public. Bike to Work Day is promoted on the city's website, Scottsdale Update listserv, City Line employee e-newsletter, online City Event Calendar, and the Arizona Republic. Scottsdale staff collaborates with Valley Metro, who promotes Bike to Work Day and all valley-wide community bike events during Bike Month in printed materials and online at <http://www.valleymetro.org/bikemonth/>

The B.I.K.E.S. - Bicycle Incentive and Keen Effort for Scottsdale - is a partnership program between employee bicycle commuters, the Handlebar Helper program and the Scottsdale Transit Office.

The goal is to increase the number of city employees who ride a bicycle to work by offering a free bike, helmet and lock. The program is open to all full time, part-time and contract employees at the City of Scottsdale, dependent on bicycle availability. Participants must sign an agreement pledging to abide by all program criteria and conditions and receive, from Handlebar Helpers, a reconditioned bike, suitable for commuting, a helmet and a lock, at no cost. The employee must commit to safely ride the bike to work a minimum of 20 days in six months and maintain the bike in good operating condition. The bike may also be ridden for any other purposes. The employee must return the bike to Handlebar Helpers, in comparable condition as when received, if termination of City employment or some other condition prevents completion of the commitment.



This collaborative program began in early 1997. It was first suggested by Handlebar Helpers as a way to reuse bicycles not suitable for their program, but appropriate for commuting. They enlisted the assistance of the City's environmental steering committee who proposed a partnership with the City's Transit Office. Through the efforts of volunteers and staff in all three organizations, the program was implemented during Valley Bike Week in April 1997. Transportation staff also provide employees with maps and bikeways information to help them plan their commutes.

\* 50b. Approximately what percentage of the community workforce do you reach?  
80%

\* 51. List the signature cycling events in your community?  
(500 word limit)

Cycle the Arts: Guided tour of Public Art installations that also highlights new bikeways facilities. Shorter family-friendly route and longer route options. Includes free admission to Scottsdale Museum of Contemporary Art. Free registration.

Scottsdale Spring Break Community Bike Ride: The Police Department hosts a ride for kids and their parents. Route utilizes the Indian Bend Wash Path.

Tour de Scottsdale: Timed Event; DCB Adventures; Begins and ends in Scottsdale. Proceeds benefit the City's trail program. Distance of 70 miles non-competitive course, 1 kilometer competitive criterium course, kids' races and family fun ride. Event draws 2000 cyclists from the Valley and around the nation.

The J & P Tucson Tour: Phoenix Metro Bicycle Club; Begins and ends in Scottsdale . 4 day event covering 240 miles.

Memorial Ride for Safety: Tour; Coalition of Arizona Bicyclists; Begins and ends in Scottsdale. Route goes through Carefree and the Tonto National Forest. Distance options of 60 and 35 miles.

El Tour de Mesa: Timed Event; Perimeter Bicycling Association of America; Begins and ends in Mesa. Route includes Scottsdale, Maricopa County, Fountain Hills, and Tonto National Forest. Distance options of 72 and 26 miles.

Answer to the Challenge: Tour; Phoenix Metro Bicycle Club; Begins and ends in Scottsdale. Three-day event covering 325 miles with 22,000 feet of vertical climbing.

McDowell Century: Tour; Arizona Bicycle Club; Begins and ends in Scottsdale. Distance options of 100, 65, and 30 miles.

\* 52. Does the municipality sponsor or actively support any of these rides?

**Yes**

\* 52a. If yes, how?  
(500 word limit)

The Scottsdale Transportation Department plans and hosts Cycle the Arts every year. This involves planning the routes, collaborating with staff from Scottsdale Public Art, organizing volunteer ride leaders from Arizona Bicycle Club, coordinating free bicycle valet from Tempe Bicycle Action Group, and promoting the event. The Parks and Recreation Department provides tables, chairs and canopies for the sign-in area. Handlebar Helpers staff provide mechanical assistance for bikes at the event.

The Scottsdale Police Department plans and hosts the Spring Break Community Bike Ride. Police officers conduct helmet fittings and inspect bicycles. Handlebar Helpers staff assist with bike mechanical

inspections and adjustments. Police staff promote the event, provide free helmets and collect raffle items for the kids.

City staff assist the organizers of Tour de Scottsdale. The city's Public Works, Transportation and Police departments provide assistance with lane closures and traffic control on Scottsdale streets during the 70 mile ride.

\* 53. Does your local tourism board promote bicycling in your area?

**Yes**

\* 53a. If yes, how?

*(500 word limit)*

The Convention and Visitors Bureau distributes MAG Regional Bikeways Maps and Indian Bend Wash Path Maps in their main office and kiosk at Fashion Square Mall.

The CVB website promotes mountain biking in the Preserve and events such as Cycle the Arts and Tour de Scottsdale. The CVB webpage includes information about guided bike tour and rental companies. A video promoting mountain biking on our trails is also available.

\* 54. Are there cycling organizations in your area?

*Check all that apply*

**X Recreational Bike Clubs**

**X Mountain Bike Clubs**

**X Friends of the Trail Group**

**X National Mountain Bike Patrol**

**X Racing Clubs or Teams**

**Bicycle Co-ops**

**Other**

**None**

\* If other, describe.

*(500 word limit)*

\* 54a. For each type of club checked, list names of the organizations.

*(500 word limit)*

ABC (Arizona Bicycle Club) Scottsdale – Via Linda Chapter

Phoenix Metro Bicycle Club

MBAA – Mountain Bike Association of Arizona

Bicycle Ranch

Bicycle Haus

Bicycles of Scottsdale

Phoenix Consumer Cycling Club

Strada Racing Club

Sportsman's/Team One Racing

Team RPM

Team WM Cycling

Tribe Racing

TriScottsdale

Triple Sports

\* 55. How many specialty bicycle retailers ( i.e shops dedicated primarily to selling bikes and bike-related equipment) are there

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in your community?

*Enter a whole number, 0 or larger*

13

\* 55a. List their names.

*(500 word limit)*

Landis Cyclery

Bicycle Ranch Bike Shop

Performance Bike

Bicycle Haus

Bike Emporium

Rage Cycles

Triple Sports

DNA Cycles

Bob's Bike Shop

Airpark Bicycles

Tribe Multisport

Old Town Beach Cruisers

Bicycles of Scottsdale

\* 56. Which of these bicycling areas or facilities do you have in your community?

*Check all that apply*

**X BMX track**

**Velodrome**

**Cyclocross course**

**X Mountain bike park**

**Pump Tracks**

**Other**

**None**

\* If other, describe.

*(500 word limit)*

\* 57. Is there a skatepark in your community?

**Yes**

\* 57a. If yes, do bikes have access to the skatepark?

**Never**

\* 58. Are there opportunities to rent bicycles in your community?

**Yes**

\* 59. Does your community have a bike sharing program?

**No**

59a. If yes, of what use is it?

*Check all that apply*

**Public use**

**Private institution**

**Other**

\* If other, describe

*(500 word limit)*

\* 60. Do you have any current Bicycle Friendly Businesses in your community?

**Yes**

\* 60a. If yes, list the names of the businesses.

*(500 word limit)*

Banner Health is the only local business currently listed on the League's Bicycle Friendly Business list.

However, it's very likely that there are many businesses that are bike friendly due to their trip reduction programs. The city plans to reach out to local businesses and major employers to promote the Bicycle Friendly Business program. This can be done by contacting each company's trip reduction coordinator and through the city's environmental sustainability efforts such as the Commercial Green Building Program.

The Scottsdale City Council recently adopted the International Green Construction Code (IgCC) as the core of the city's voluntary Commercial Green Building Program. This step makes it easier for developers of commercial and multi-family housing to "go green" -- a "whole systems" approach through design and construction techniques to:

- Minimize environmental impacts
- Reduce energy consumption
- Incorporate renewable energy
- Conserve water
- Improve indoor environmental quality

The IgCC is an overlay code designed to work in tandem with the city's existing building codes. As such, the IgCC has a Transportation Impact Mitigation section in the Site Development chapter which addresses the following:

- Walkways and bicycle paths connections
- Changing and shower facilities
- Bicycle parking and storage
- Vehicle parking (preferred parking for high occupancy vehicles and low emission, hybrid and electric vehicles)

The new code provides flexibility to adapt to Scottsdale's geographic conditions and environmental quality of life. As more developers volunteer for the program, it will be easier for businesses to become bicycle friendly.

\* 61. Does your community have youth recreation and/or intervention programs centered around bicycling?

*Check all that apply*

**Recycle a Bicycle**

**Trips for Kids chapter**

**X Earn a Bike program**

**Co-op or Community Cycling Center**

**X Other**

**None**

\* If other, describe

*(500 word limit)*

Handlebar Helpers is a community "earn-a-bike program" staffed by the City of Scottsdale. This volunteer-supported program began in Scottsdale in the fall of 1994 through a group effort of citizen volunteers and City of Scottsdale staff. The initial purpose of the program was to provide a way for kids who could not otherwise afford bicycles to earn them, through volunteering time in their community. In response to community need, the program has grown to include adults, and the purpose has been expanded to promote bicycle safety, increase individual responsibility and self-esteem, encourage bicycle riding for individual health and environmental benefit, and demonstrate additional environmental

responsibility through reuse and recycling. In addition, the apprentice program teaches bicycle repair and other job and life skills. The program is offered to Scottsdale residents only.

The City of Scottsdale provides facilities for the program in the Paiute Neighborhood Center, administrative support, and two part-time bicycle maintenance and repair experts. All other operating expenses and materials are funded by the city budget as well. The program receives donated bikes. Bike technicians establish a "price" that the program participant must pay in hours of volunteer work to own the bike. Once the participant has completed approximately half of the volunteer hours, an appropriate bike is selected with the help of a volunteer bike tech who then either reconditions or supervises the reconditioning of the selection. When the participant has satisfied the volunteer commitment, the bike, a helmet, and a lock are awarded at a special ceremony. Each recipient receives a folder that contains a written description and picture of their bike, and a safety brochure, available in English and Spanish. The Scottsdale Police Department Bike Patrol supports the program and participates in this presentation. They emphasize the safety information and are good role models, as they always wear helmets and ride safely. Kids receiving bicycles are encouraged to bring their parents. Another neighborhood supporting feature is that the program coordinator awards movie tickets to those "caught" wearing their helmets while riding their bicycles.

\* 62. What mapping and route finding information is available for your community which has been updated in the last 18 months?

*Check all that apply*

**X Online route finding service**

**X Online map**

**Printed on-road bike-routes map**

**X Printed mountain bike trails map**

**X Other**

**None available**

\* If other, describe

*(500 word limit)*

The city assists residents and visitors with finding bike routes over the phone and by email. Custom maps are created displaying available bike facilities and are emailed as a printable image file or printed and mailed/given to the resident or visitor.

The city distributes bikeways maps at libraries, community centers, bike shops and many annual events such as Cycle the Arts, Tour de Scottsdale, Fit City, and safety fairs.

Approximately 10,000 MAG Regional Bikeways maps and 20,000 trail maps per year are given out in Scottsdale. In 2010, 2000 maps were given to riders in the Tour de Scottsdale.

In 2011, the city created the Indian Bend Wash path map showing the location of the greenbelt, parks, paths, enhanced street crossings, destinations and connections to paths in the adjacent City of Tempe. Approximately 900 of these printed maps have been distributed at events, public meetings, the libraries and upon request. This map has been added in electronic form to the webpage at:

[http://www.scottsdaleaz.gov/Assets/Public+Website/traffic/Bicycles/IBW\\_SharedUsePaths.pdf](http://www.scottsdaleaz.gov/Assets/Public+Website/traffic/Bicycles/IBW_SharedUsePaths.pdf)

\* 63. Does your community have other programs or policies to encourage cycling?

**Yes**

\* 63a. If yes, describe

*(500 word limit)*

The 2008 Transportation Master Plan includes a Safe Routes to School program. Since establishing the program the city has drafted over twenty walk and bike to school maps. These will be finalized and distributed to the schools to encourage more bicycling and walking. There have also been several Walk and Bike to School events held each year with continued interest from students, parents and school administrators. The city hopes to expand the program to include more schools each year as well as evolve the events into monthly or weekly frequency that the schools can continue hosting.

In 2009 the Senior Traffic Engineer and Transportation Planner became national Safe Routes to School Trainers. This enables staff to stay involved with the national program and best practices.

## Enforcement

\* 64. How does your police department interact with the local cycling community?

*Check all that apply*

**A police officer is an active member of bicycle advisory committee**

**X Identified law-enforcement point person to interact with cyclists**

**No current formal interaction**

**X Other**

\* If other, describe

*(500 word limit)*

The Police Bike Unit widely interacts with the public, including the cycling community, during their regular patrols and at special events. The Police Reaching Out (P.R.O.) Team offers education opportunities in an effort to form positive relationships with youth and increase safety awareness. The team offers bike safety presentations and bike rodeos to schools and Scout Troops as well as maintenance classes to all age groups. Bike Unit Officers are involved with community bike rides such as Walk and Bike to School Day and the Police Spring Break. Officers promote bike safety at events such as Fit City and the Tour de Scottsdale expo.

The Citizen's Police Academy and Teen Academy are designed to educate and inform citizens about the Scottsdale Police Department. The classes run twice a year during the spring and fall. This very interactive and hands-on program showcases several units within the Department with an emphasis on policy and the daily routine of the police officer.

\* 65. What kind of training is offered to police officers regarding traffic law as it applies to bicyclists?

*Check all that apply*

**X Basic academy training**

**X International Police Mountain Bike Association or Law Enforcement Bicycle Association training**

**X National Highway Traffic Safety Administration Law Enforcement Training**

**Completion of Smart Cycling course by Police**

**Presentation by League Cycling Instructor or local cyclist**

**Institute for Police Training and Development bicycle training**

**X Other**

**No training currently offered**

\* If other, describe

*(500 word limit)*

The Police Bike Unit has attended the Safe Routes to School training course. This one-day course is taught by nationally-trained experts who present the 5 E's: Engineering, Education, Enforcement, Evaluation, and Encouragement to planners, engineers, school administrators, teachers, crossing guards, and police officers. School site-audits and dismissal procedures are performed by attendees.

The Bike Unit officers also completed Helmet Your Head and Bike Rodeo training offered by Valley Metro and Barrows Neurological Institute hosted by the City of Scottsdale in 2009. The training includes classroom coursework and hands-on exercises of the bike rodeo layout and stations.

The Scottsdale Police Bike Unit hosted the 2005 IPMBA conference in Scottsdale during our annual Bike Week. This event provided officers from around the country with skill enhancing training and certification courses; essential, dynamic, and innovative on-bike sessions; insightful and information-filled in-class workshops; and the nation's largest and best bicycle patrol product exhibition.

The Coalition of Arizona Bicyclists developed a training program with the Scottsdale Police Department based on the Bicycle Enforcement Program offered by Massbike and the National Highway Safety Administration. It includes an overview of vehicular cycling theory (Road One Class), crash statistics, Arizona bicycle laws, Arizona vehicle laws as they apply to cyclists, and the reasons for enforcing bicycle and vehicle laws.

\* 66. What enforcement campaigns are targeted at improving cyclist safety?

*Check all that apply*

**X Helmet/light giveaways**

**X Targeting motorist infractions**

**X Targeting cyclist infractions**

**Share the road campaigns**

**X Other**

**None of the above**

\* If other, describe

*(500 word limit)*

The Police Bike Unit takes a proactive approach at enforcement through education. Trading cards with safety information including cyclist safety are given away during bike rodeos, safety presentations, and at booths during special events. Bike safety information is provided to children and adults to educate people on sharing the road and safe cycling.

\* 67. Do you have police department employees on bikes?

**Yes**

\* 67a. If yes, what percentage of police department employees is on bike?

*Enter a whole number, 0 or larger*

12%

\* 68. Are there any other public safety (e.g. fire department or EMS) employees on bikes?

**Yes**

\* 68a. If yes, what percentage of employees is on bike?

*Enter a whole number, 0 or larger*

11%

\* 69. Do your local ordinances treat bicyclists equitably? (examples can be found on the BFC resources page).

*Check all that apply*

**X There are specific penalties for failing to yield to a cyclist when turning. It is illegal to park or drive in a bike**

**lane (intersections excepted)**

**There are penalties for motor vehicle users that 'door' cyclists**

**There is a ban on cell phone use while driving.**

**There is a ban on texting while driving.**

**X The community uses photo enforcement for red lights and/or speed**

**There is a state or local law that requires cyclists to use sidepaths regardless of their usability.**

**There is a state or local law that requires cyclists to use bike lanes where they are provided.**

**Cyclists are required to ride as far to the right of the road as practicable without exceptions listed in Uniform Vehicle Code.**

**There is a general restriction on bicyclists riding on the sidewalk.**

**There are local or school policies that restrict youths from riding to school.**

**There are local or school policies that restrict youths from riding to school.**

**None of the above**

**X Additional information on any of the above mentioned ordinances as it pertains to your community.**

\* If Additional Information, describe  
(500 word limit)

Scottsdale city ordinances follow Arizona Revised Statutes. Motorists and cyclists have the same rights and responsibilities under state law. The State of Arizona has a 3-foot passing law for motorists passing cyclists. The City of Scottsdale posts signage with "Share the Road, 3-Feet: It's the Law!" to remind the motorists and cyclists to share the road.

\* 70. Are there any additional prohibitions or restrictions on cyclists in your community?

**Yes**

\* 70a. If yes, describe  
(500 word limit)

Bicycles are prohibited on freeways.

\* 71. Does your community have other programs or policies to enforce safe cycling?

**Yes**

\* 71a. If yes, describe  
(100 word limit)

In response to citizen requests the Scottsdale Police Department will monitor specific intersections for unsafe behavior by motorists or bicyclists.

## **Evaluation and Planning**

\* 72. What is the most current journey-to-work data for your community? (this percentage can be found in the U.S. Census or the American Community Survey)

*Enter a whole number, 0 or larger*

2%

\* 73. What additional information do you have on bicycle use for your community?

(500 word limit)

It is difficult to measure bicycle usage in the Valley of the Sun. There is no central employment center, no central residential area, and multiple primary corridors. Everybody lives and works, everywhere. Since significant numbers of Scottsdale employees live in adjacent jurisdictions, the bike-to-work data supplied by the Census doesn't actually reflect the number of bike commuters riding into our community. More than half of the regular bike commuters in our division live in Tempe, Mesa, or Phoenix. The county trip reduction numbers are relatively accurate but only involve employers with more than 50 people at a location. More than 25 percent of our population is retired and doesn't commute. There are no colleges, universities, or dorm rooms in Scottsdale. Few college students, who typically bike for transportation in other communities, make the trip from Scottsdale to Arizona State University in Tempe. Every year, nearly eight million tourists visit Scottsdale. Surveys repeatedly show that outdoor activities like hiking, cycling, and golf are some of the most popular interests. In 2010, at least 225,000 visitors were counted in the McDowell Sonoran Preserve trail system. During Major League Baseball's spring training, pedicabs and other cyclists are swarming the streets near our downtown baseball park, spring home to last year's World Series winning San Francisco Giants.

The Transportation Master Plan identified several measurable components that could be used to determine our progress. One was to determine the percentage of origins and destination within one-quarter mile and one-half mile of the paved path system using address points. In 2007, 35 percent of all



locations were within one-quarter mile and 60 percent were within one-half mile. Today, 46 percent of all locations are within one-quarter mile and 74 percent are within one-half mile of a paved path. This makes it very easy for cyclists to use a portion of our shared use path network on their commute.

A recent 8-hour video of the Indian Bend Wash Path from one of our traffic cameras showed 617 cyclists and 264 pedestrians passing this location. Based on this limited sample, we are pretty confident that there are several hundred thousand cyclists using our path system each year. Anecdotally, we observe many more cyclists on streets after bike lanes are installed than were there before (several staff have windows overlooking Indian School Road). We see bikes locked up behind restaurants and stores all the time. On any given day, you might see up to eight bikes sitting in the offices of Transportation staff members. Admittedly, we suffer from separation anxiety and prefer not to take advantage of the secure bike room or lockers located downstairs.

Bicycle counts are a regional issue. The Maricopa Association of Government's Bicycle and Pedestrian Committee is preparing a Request for Proposals on a regional bicycle count project. Scottsdale will be working with MAG to help select a technology and create a repeatable methodology that works for our area.

\* 74. How many cyclist/motor vehicle fatalities have occurred in your community in the past five years?

*Enter a whole number, 0 or larger*

3

\* 75. How many cyclist/motor vehicle crashes have occurred in your community in the past five years?

*Enter a whole number, 0 or larger*

398

\* 76. Do you have a specific plan or program to reduce these numbers?

**Yes**

\* 76a. If yes, provide the link to the plan or describe.

*(500 word limit)*

Based on an analysis using crash data files and trends shown in the crashes, countermeasures were developed in the Transportation Master Plan Bicycle Element.

### **Educational Countermeasures**

Educational countermeasures will have the greatest effect if they are implemented across the City, rather than solely on specific streets or at specific intersections. A broad application of these campaigns, with greater saturation within the high crash areas is appropriate.

### **Riding Against Traffic**

Riding against traffic, either on the sidewalk or on the roadway, appears to be common practice in Scottsdale. As indicated above, 64 percent of the detailed crashes analyzed involved motorists colliding with bicyclists riding against traffic on the sidewalk. An additional 15 percent (5 of 33) involved motorists colliding with cyclists riding against traffic on the roadway. It is imperative that cyclists who choose to ride on the sidewalk be aware of the hazards associated with this practice. Driver and cyclist-targeted campaigns are recommended. Graphics would include Scottsdale locations, demographics, and language. It is also important to target motorists with these campaigns to make drivers aware that they need to scan for traffic on the sidewalk in addition to looking where they expect to see other vehicles. These education campaigns must be run concurrently to maximize the potential for reducing crashes.

### **Riding at Night Without Lights**

Bicyclists operating at night without lights are nearly invisible to motorists. Informational posters showing sight distances for various colors of clothing and illustrating the limitations of reflectors may provide cyclists and pedestrians the information they need to make better choices when choosing gaps to cross the road or when anticipating driver behavior at driveways and intersections.

### **Enforcement Countermeasures**

The effort to enforce the traffic laws as they relate to bicycle safety should be addressed in an overall, coordinated, citywide or countywide bicycle enforcement campaign.

The following behaviors should be targeted for enforcement:

- Riding against traffic on the roadway;
- Failure to yield to pedestrians and cyclists riding on the sidewalk;
- Riding at night without lights; and
- Violating traffic signals.

An electronic version of the Transportation Master Plan can be found at:

<http://www.scottsdaleaz.gov/traffic/transmasterplan>

\* 77. Does your community have a bicycle plan?

**Yes**

\* 77a. When was it passed or most recently updated?

2008

\* 77b. Is there a dedicated funding source for implementation?

**Yes**

\* 77c. If yes, describe.

*(500 word limit)*

Scottsdale has a dedicated percentage of sales tax revenues set aside for transportation capital improvement projects and continues to dedicate nearly 20 percent of the Transportation Capital Improvement Program to bicycle, pedestrian and streetscape projects. This equates to more than \$50 million in the next five years for paths, trails, bike lanes, sidewalks, and amenities. Local sales tax dollars are supplemented by a portion of a regional half-cent sales tax for transportation purposes (Proposition 400) and grants from Federal agencies. In the next four years, the Arizona Canal Path will use \$500,000 in Transportation Enhancement funds and \$4 million in Congestion Mitigation and Air Quality funds to finish construction of a shared use path through our downtown area. Other regional and Federal funds are being used to help construct Complete Streets throughout the city.

\* 77d. What percentage of the plan has been implemented?

25

\* 77e. Are you meeting annual target goals for implementation?

**Yes**

\* 77f. Provide a link to the plan or describe.

*(250 word limit)*

In 2008, the Scottsdale City Council adopted a comprehensive Transportation Master Plan that updated and integrated the existing bicycle, pedestrian, streets, and transit plans into a unified document that sets policies for Complete Streets, Universal Design, and mode split targets. The Policy Element addresses general citywide policies that are not specific to a particular transportation mode or a specific area within

the city. Based on the voter-approved *General Plan*, the focus is on providing choices in transportation modes, increasing efficiencies of our transportation system, as well as improving and maintaining safety.

A "Complete Streets" policy ensures that the entire right-of-way is designed for safe and comfortable access for all users (vehicles, bicycles, pedestrians, transit users, and equestrians) and relates to local context within the different areas of the City. Provision of facilities for users including lighting and safety improvements, travel lane restriping for bicycle lanes, and ensuring that complete streets are incorporated in all new roadway construction and reconstruction projects are part of the implementation of this policy.

The Bicycle Element of the *Transportation Master Plan* identifies goals and makes recommendations for the implementation of those goals to make bicycling a safe, convenient, and more comfortable travel option. The Bicycle Element describes the City's existing bicycling conditions, makes prioritized recommendations for the identified potential on-street bicycle network, provides other bicycle-related recommendations, and explores potential expansions to the City's off -street bicycle network.

An electronic version of the Transportation Master Plan can be found at:

<http://www.scottsdaleaz.gov/traffic/transmasterplan>

\* 78. Do you have a trails master plan that addresses mountain bike access?

**Yes**

\* 78a. If yes, provide the link to the plan or describe.

(500 word limit)

The Scottsdale Trails Master Plan, adopted by City Council in 2004, formulated a vision of a functional network of nonmotorized, unpaved, multiuse trails to create journeys of discovery linking local and regional places. The trails are intended to serve both recreation and transportation needs while providing a safe and enjoyable experience for all users.

In 2007, the trails program outside the McDowell Sonoran Preserve was transferred from the Preserve to the Transportation department. More than 65 percent of the trails not in the Preserve are located along roadway corridors and were already being worked on by Transportation in conjunction with street projects. A new position at the Principal Transportation Planner level was created and charged with managing the City's trails, bikeways, and sidewalks programs. The trails planner position for the Preserve was maintained.

In July 2008, City Council directed staff to establish an Ad Hoc Citizen Trails Task Force to assist with the policy and design guidelines regarding the implementation of the Trails Master Plan. The Task Force was self-selected and open to participation by any member of the public.

Letters requesting Task Force participation were sent to approximately 528 individuals that were part of the 2004 Trails Master Plan process. In addition, a news release was sent to the local media and a story was published on July 14, 2008 in the *Arizona Republic* and on *azcentral.com*. Seventy-nine individuals initially signed up to participate in the Task Force. The group held fifteen three-hour meetings between August 12, 2008 and March 9, 2009. Attendance ranged from 20-50 participants with an average attendance of 29 residents.

City Council accepted the Task Force's report in April 2009. The report served as an update to the Implementation Section of the 2004 Scottsdale Trails Master Plan and gave staff clear direction on how to

move the Trails Program forward. New design guidelines were incorporated in the City's Design Standards and Policy Manual and design was started on two trail corridors. Members of the Task Force continue to be actively involved in trail projects in Scottsdale.

Our 2007 application reported 238 miles of existing trails in Scottsdale. Since then, the city no longer includes State Trust Land trails in the total because the city has not acquired this land and does not maintain the trails. This change in our existing trail network reflects a lower total of 218 miles. The change is also due to the ongoing trails inventory where some trails have been reclassified from existing to planned after being evaluated in the field. However, the majority of the 140 miles of planned trails reported in the Preserve are currently on State Land that the city anticipates acquiring in the future.

The current trails plan will become the Trails Element of the Transportation Master Plan when it is updated in 2012. This will continue Scottsdale's policy of institutionalizing bicycle and pedestrian facilities as normal and important components of our transportation system.

An electronic version of the Trails Master Plan can be found at:

<http://www.scottsdaleaz.gov/trails/plan>

\* 79. Is there formal cooperation between the mountain biking community and the community recreation and planning staff?

**Yes**

\* 79a. If yes, describe.  
(500 word limit)

Members of the mountain biking community have been involved in the Ad Hoc Citizen Trails Task Force, Preserve Commission, Trails Subcommittee, the Trails Master Plan and during design of trail projects.

At the start of the planning process for the Browns Ranch Trailhead the city conducted a mountain bike and equestrian focus group. About a dozen of each were invited and met with city staff to review the basic concept plan for the trailhead. Their input has been worked into the site plan as it has progressed.

Later this year the city will be revising the trail plan for the northern region of the Preserve (in and around Browns Ranch). We anticipate the mountain bike community to have a significant role in those discussions given their keen interest in the trails in the area.

The McDowell Sonoran Conservancy is a non-profit organization that partners with the City of Scottsdale for the completion and sustainability of the McDowell Sonoran Preserve. The MSC connects the community to the Preserve through public and private partnerships, environmental education, and stewardship. The MSC has a well organized mountain bike patrol group. These are volunteers that patrol in their bikes, monitoring the condition of the trails, and making contact with Preserve visitors, advising them of rules and regulations and giving directions, etc. They have custom made bike jerseys that identify them as MSC Stewards.

\* 80. Do you have trip reduction ordinances, policies or programs?

**Yes**

\* 80a. If yes, describe.  
(500 word limit)

In 1988, Arizona passed an air quality bill as a way to bring the state into compliance with federal air quality standards. In keeping with this legislation, Maricopa County requires all worksites with 50 or more employees to establish a Trip Reduction Program (TRP). The legislation leaves a lot of room for flexibility so employers can tailor their program to employee and company needs. In response to this legislation, the City of Scottsdale developed its own TRP which offers employees support and a variety of options to encourage the use of transportation commute alternatives including:

- Bicycle - lock up facilities and showers
  - Showers are available to bicyclists in 90% of city facilities
- Alternative work schedules
- Telecommuting
- Carpool - permits and carpool match
- Vanpool
- Bus Card Plus
- Trolley

The City of Scottsdale encourages all employees to use alternative forms of commuting transportation whenever possible, instead of driving alone in a car. In addition to the many personal benefits employees receive from using a commute alternative, their action also helps improve air quality, reduces energy use, and helps alleviate traffic congestion.

City staff from Code Enforcement and Transportation are also provided with city-owned bicycles for conducting fieldwork where bicycling is more appropriate than driving or walking.

\* 81. Have you done an economic impact study on bicycling in your community?

**No**

\* 81a. If yes, describe.

*(500 word limit)*

\* 82. Do you have a mechanism to ensure facilities, programs and encouragement efforts are implemented in traditionally underserved communities?

**Yes**

\* 82a. If yes, describe.

*(500 word limit)*

Older portions of Scottsdale have higher population density. Since our roads are on a grid system, many of our best bikeways connections exist there such as Oak Street, Osborn Road, Roosevelt Street as well as the Pima, Indian Bend Wash and Crosscut Canal Paths. What are considered traditionally underserved communities in other cities actually have good facilities in Scottsdale and are continuing to expand. Recently completed projects and those in design and construction indicate bikeways facilities are being implemented in older areas of the city.

Programs and encouragement efforts are aimed at the entire community including newer and older neighborhoods.

\* 83. Does your community have other programs or policies to evaluate and/or plan bicycling conditions, programs, and facilities in your community?

**Yes**

\* 83a. If yes, describe.

*(500 word limit)*

Members of the community, including bicyclists, are heavily involved in the city's public outreach efforts for the General Plan Update, Character Area Plans and construction projects. City staff receive feedback from the community at public meetings such as City Council and Transportation Commission as well as by email and phone. Staff receives public input on our bikeways program at events such as Cycle the Arts and at meetings with bicycling groups, clubs and teams.

Scottsdale also has a "Report a Problem" webpage so residents and visitors can report issues. These are then forwarded to the appropriate staff so issues can get corrected. The most common reported problems on bikeways are related to landscaping encroachments, debris, cracks in concrete or asphalt, and signs that have been damaged. Some requests for new facilities are also sent to the "Report a Problem" page.

As part of the city's Safe Routes to School program, nearly twenty school site audits have been completed by the Senior Traffic Engineer to evaluate drop-off / pick-up procedures, internal circulation and multi-modal traffic around the school sites. These have resulted in over ten city-funded improvement projects for schools to reduce conflicts between modes. These audits have also assisted the school districts with more than six major reconstruction projects. The Senior Traffic Engineer has assisted with Safe Routes to School workshops in three valley communities.

## Final Overview

84. What are the three primary reasons your community deserves to be designated a Bicycle Friendly Community?

\* 84a.

*(100 word limit)*

The 2008 Transportation Master Plan includes a Complete Streets Policy. Scottsdale became one of the first communities to fully integrate bicycle planning by combining separate modal plans for streets, transit, bicycles, and pedestrians into one unifying document with a single set of goals. The Bicycle Element addresses the on-road and off-street network of bikeways and includes a stated goal to achieve a Gold BFC ranking from the League. It includes a Street Restripe Policy, Safe Routes to School program, Engineering Countermeasures to address collisions, and specific measurable components. The Bicycle Element appendix includes the 2007 League BFC application.

\* 84b.

*(100 word limit)*

According to a recent study, Scottsdale has more bike facilities per resident than any other of the 90 largest U.S. cities. Forty-five percent of arterial streets have bike lanes – an increase of over fifty percent since 2007. In this timeframe, 26 miles of bike lanes, 62 miles of bike routes, 40 miles of paths, and 14 enhanced crossings have been completed. Nearly 75 percent of all locations are now within one-half mile of a shared use path, up from 60 percent. To help guide the development of this expanded system, City Council created a Trails Subcommittee of the Transportation Commission.

\* 84c.

*(100 word limit)*

The Transportation, Police and Fire departments coordinate to extensively improve education and outreach to children and adults for bicyclist safety. In 2009 the city senior traffic engineer and transportation planner became national Safe Routes to School trainers.

Staff presents information on sharing the road, helmet safety and bike maintenance to K-12 classes, college students and scout troops. Events include bike rodeos, community bike rides, Walk and Bike to School Day and booths at Public Safety Fairs, Senior Expo, Health Fairs, Tour de Scottsdale and Fit City.

The Focus on Safety campaign included video PSA's, safety trading cards and bracelets.

85. What are the three aspects of your community most in need of improvement in order to accommodate bicyclists?

\* 85a.

*(100 word limit)*

The Scottsdale Airpark is one of the top three employment centers in the Valley but has very challenging bicycle access. The airport, a major freeway, and the Central Arizona Project Aqueduct have disrupted the normal grid street system and eliminated connectivity for all collector streets. Bike lanes were recently added to one of the primary streets and a short path connection through a park provides some access. Major street reconstruction is planned for the area and will include our first multi-lane roundabout. Bicycle access will continue to be improved as these projects move forward.

\* 85b.

*(100 word limit)*

We still have some gaps in both the street and path networks. Projects completed recently have closed some critical ones and elevated others to a higher priority. A one-mile project that was waiting for flood control funding will go to construction this year and close the gap between WestWorld, our premier event center, and the Tempe Town Lake, located in Tempe, another BFC community. This continuous 18-mile path will feature 25 grade-separated crossings and pass through 12 city parks. We will continue to evaluate all restripe opportunities so bike lanes can be added to arterial streets.

\* 85c.

*(100 word limit)*

Residents and visitors have expressed a desire for detailed wayfinding signage, especially along and near the path network. The Bicycle Element of the Transportation Master Plan includes strategies and objectives for developing the wayfinding program and the project has been funded for the current fiscal year. An intern is spending the summer researching design guidelines and existing wayfinding in other communities, identifying locations for signage, evaluating the type of signage needed and designing the content and layout of the signs. Mileage, location, nearby destinations, and path rules will be included on the various types of signs.

\* 86. Are you planning any new projects based on your completion of the Bicycle Friendly Community application?

**Yes**

\* 86a. If yes, describe.

*(500 word limit)*

The feedback from our 2007 application was incorporated into the development of the Bicycle Element of the Transportation Master Plan. Working through this process has helped staff to examine our programs in great detail and emphasize key areas for improvement. Staff is developing a wayfinding project and funding is in place to install the signage this fiscal year.

Signal detection for bicyclists has been added in several locations, with a policy to continue adding locations as new signals and equipment are installed or replaced. Push buttons for bicyclists are also being added in popular bikeways where signal replacement isn't scheduled in the near future.

Restriping roadways during regular slurry seals and other surface maintenance is filling in gaps on roadways where bike lanes are appropriate. Where there is insufficient room to add bike lanes, lane widths are still adjusted and restriped so that any extra roadway width is given to the curb-lane enabling bikes and vehicles to share the lane more comfortably.

\* 87. Has completing this application made you more aware of what your community needs to do to be bicycle friendly?

**Yes**

\* 87a. If yes, describe.  
(500 word limit)

Each time we go through the LAB BFC process we learn more, so completing the application helps us focus on what our community needs to do to become MORE bicycle friendly. We learn more about our community, our cyclists, the League, and bicycling. Our daily routine keeps us involved in the minutia. We measure streets and paths with tape measures, track down easements that were granted 30 years ago, and debate health concerns over horse manure. In the back of our mind we know this giant summary of everything we do is coming up and even though we start early, we still finish "just in time".

The application process allows us to educate City Council, staff, and residents on what it means to be bicycle friendly and explain why we take the League's BFC program so seriously. We made reaching "Gold" as a goal in our Transportation Master Plan to elevate bicycling to a higher level and provide us more opportunities to discuss bicycling and its importance. We included the 2007 BFC application as an appendix in the Transportation Master Plan and discussed the feedback provided from the League with the Transportation Commission.

Our Mayor and members of our staff were prominently featured in the Maricopa Association of Government's video *I Ride* as they talked about why being bicycle friendly is important to our community.

Before the next revision to the application, we would like the opportunity to provide feedback on the current form. Some of the word limitations were challenging and there are no specific questions about grade-separated crossings. Ultimately, the amount of time that was involved in completing the application has convinced us that what we really need to do is take a break and go ride our bikes.





The League of American Bicyclists has designated **Scottsdale, AZ** as a Bicycle Friendly Community at the **Gold** level, because Scottsdale exhibits an impressive commitment to cycling. The reviewers felt that most of the important steps are being taken to address the needs of current bicyclists and to encourage other residents to become regular cyclists as well:

- **Engineering** Community implemented a policy to engineer streets with the consideration of bicyclists and is in the process of developing a comprehensive trail network. The community has adopted good tools to implement their Complete Streets policy. Community and transportation planners, and civil engineers receive training in bicycle and pedestrian planning and engineering. The community has several bike parking ordinances and facilities conform to the currently recognized standards. The vast majority of destinations have bike racks or storage units. Most public busses are equipped with bike racks. Around fourteen percent of roads accommodate bicycles and there are 336 miles of shared-use paths. The community uses road diets and area wide traffic calming to make roads safer for all road users. Nearly half of arterial streets have bike lanes or paved shoulders. Most if not all natural surface trails and singletrack are open to bicyclists.
- **Education** All elementary schools have Safe Routes to School programs. Community has recently educated motorists and bicyclists on sharing the road safely through public service announcements, newspaper column/blog on bicycling, dedicated bike page on community website, information in driver's education and share the road signs. Traffic Skills 101 classes are offered regularly in the community. Community requires safe driving training for transit operators.
- **Encouragement** Community promotes National Bike Month through a community ride, a Bike Month website and a commuter challenge. Community promotes cycling outside of Bike Month through a public art program and community rides. Community has a mountain bike park and a BMX track.
- **Enforcement** Scottsdale has an identified law-enforcement point person to interact with cyclists. Officers have received specific training on the relationship between bicycling and law enforcement. There are specific penalties for failing to yield to a cyclist when turning and/or it is illegal to park or drive in a bike lane (intersections excepted). The community uses photo enforcement for red lights and/or speed.
- **Evaluation & Planning** The community is familiar with and responsive to the needs of cyclists and has a bicycle master plan. Bicycle mode share is above average for U.S. communities. There is a trip reduction ordinance or program.

Particular **highlights** were the completion of the Chaparral Underpass, grade-separated street crossings on our path and trail system, Public Art Program, Cycle the Arts event, community "earn-a-bike program" and the "Share the Road, 3-Foot: Its the Law!" street signs.

Reviewers were very pleased to see the current efforts, potential and commitment to make Scottsdale an even greater place for bicyclists which can be seen in the growing number of cyclists.



The BFC review team expects great things in the future given the excellent local team and the coming improvements to the network and programs.

Below, reviewers provided recommendations to further promote bicycling in Scottsdale in the short and long term. Further increasing bicycle use can [improve the environment](#) by reducing the impact on residents of pollution and noise, limiting greenhouse gases, and improving the quality of public spaces; [Reduce congestion](#) by shifting short trips (the majority of trips in cities) out of cars. This will also make cities more accessible for public transport, walking, essential car travel, emergency services, and deliveries; **Save lives** by creating safer conditions for bicyclists and as a direct consequence improve the safety of all other road users. [Research shows](#) that increasing the number of bicyclists on the street improves bicycle safety; **Increase opportunities** for residents of all ages to participate socially and economically in the community, regardless of income or ability. Greater choice of travel modes also increases independence, especially among [seniors](#) and [children](#); [Boost the economy](#) by creating a community that is an attractive destination for new residents, tourists and businesses; **Enhance recreational opportunities**, especially for children, and further contribute to the quality of life in the community; [Save city funds](#) by increasing the efficient use of public space, reducing the need for costly new road infrastructure, preventing crashes, improving the health of the community, and increasing the use of public transport; **Enhance public safety and security** by increasing the number of “eyes on the street” and providing more options for movement in the event of emergencies, natural disasters, and major public events; [Improve the health and well being](#) of the population by promoting routine physical activity.

**The key measures Scottsdale should take to improve cycling in the community are:**

- Having an effective Bicycle Advisory Committee is critical to building public support for bicycle improvements. An effective committee ensures that the program will be accountable to citizens. It creates a systematic method for ongoing citizen input into development of important policies, plans, and projects. BACs should be involved in developing relevant policy and planning documents, setting priorities, reviewing annual pedestrian program work plans, and reviewing major public and private projects.
- Accommodate bicycles at intersections to improve efficiency and safety of all road users. Time traffic lights for bicycle speeds and incorporate microwave cameras, loop detectors or bicycle signal heads, and include on-street pavement markings that indicate where cyclists should locate their bicycle to trigger the signal. Consider adding bike boxes to make bicyclists more visible to motorists.
- Ensure that bicycle-safety education is a routine part of public education and that schools and the surrounding neighborhoods are particularly safe and convenient for biking. Work with your Bicycle Advisory Committee and local bicycle advocates to develop and implement [Safe Routes to School programs](#) that emphasizes bicycling for middle schools and high schools. Strongly encourage all schools to participate. In Arlington County, Virginia, Department of Public Works, Police and school officials assessed every school regarding its



accessibility by bicycle. A list of problems was developed and measures were identified. Short-term projects such as painting crosswalks were implemented immediately, while larger construction projects are on-going. Funding is available through the federal transportation bill SAFETEA-LU, among several other sources at both the federal and state levels. See [www.saferoutesinfo.org](http://www.saferoutesinfo.org) for more information.

- Ensure the availability of bicycling skills classes and commuter classes on a frequent basis. Ideally the instruction would incorporate a classroom portion as well as on-road training. For examples of educational materials visit: <http://www.bikeleague.org/programs/education/>.
- Expand encouragement efforts during your Bike Month in partnership with local bicycle advocacy groups. Have the Mayor and/or the City Council proclaim April as Bike Month. Host, sponsor and/or encourage more bicycle-themed community events. Ensure to widely advertise all bicycle-themed community events. You and the local bicycle community can increase your efforts on Bike to Work Day, for example by having the mayor or council member lead a commuter convoy: <http://www.bikeleague.org/programs/bikemonth/>

**Reviewers provided the following menu of recommendations to further promote bicycling:**

**Engineering**

Low hanging fruit and fast results:

- Ensure that new and improved bicycle facilities conform to current best practices and guidelines – such as the [NACTO Urban Bikeway Design Guide](#), [AASHTO Guide for the Development of Bicycle Facilities](#) and your DOT's own guidelines. Consider innovative bicycle infrastructure such as bicycle tracks, contra-flow bike lanes or colorful bike lanes.
- Provide [ongoing training](#) opportunities on accommodating bicyclists for engineering, planning staff, and law enforcement. Consider hosting a [Smart Cycling](#) course for city staff to better understand cyclists' needs, behavior, and their right to use city streets as well as multi-use paths for transportation. Your local bicycle advocacy group are a great resource for this kind of training.
- Install way-finding signage at strategic locations around the community. Here are some best practices from the Washington, DC area Council of Governments: <http://www.mwcog.org/uploads/committee-documents/t1dZW1k20070516090831.pdf>
- Improve the coordination and communication between city departments and state paving and rehabilitation projects and facilities maintenance. Consider offering oversight to state



DOT staff and contractors working within municipal boundaries. Ensure that facility design follows current best practice and that they are properly installed.

- Consider measuring the bicycle level of service (LOS) on community roads and at intersections, to be able to identify the most appropriate routes for inclusion in the community bicycle network, determine “weak links” in the network, prioritize sites needing improvement, and evaluate alternate treatments for improving bike-friendliness of a roadway or intersection: <http://www.bikelib.org/bike-planning/bicycle-level-of-service/> (roads) and <http://www.bicyclinginfo.org/library/details.cfm?id=4425> (intersections).

#### Long Term Goals:

- Since arterial and collector roads are the backbone of every transportation network, it is essential to increase the number of wide shoulders or [bike lanes](#) along these roads to allow bicyclists of all skill levels to reach their destinations quickly and safely.
- Continue to expand the bike network and increase network connectivity through the use of bike lanes, bike tracks, shared lane arrows, signed routes and bicycle cut-throughs. On-street improvements coupled with the expansion of the off-street system will continue to increase use and improve safety. These improvements will also increase the effectiveness of encouragement efforts by providing a broader range of facility choices for users of various abilities and comfort levels.
- Allow access to suitable public lands for mountain bicyclists. Ensure to connect any off-road trails and facilities to the overall bicycle network. Look for ways to bridge the divide between the bike community and equestrian community by creating dedicated trails for each user group and multiuse trails where feasible.
- Develop a system of bicycle boulevards that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. See more on how to do it at <http://www.ibpi.usp.pdx.edu/guidebook.php>

#### Education

Low hanging fruit and fast results:

- Improve the reach of the community’s bicycle safety campaigns. Use valuable information from the League’s Ride Better Tips in your outreach education and encouragement efforts. See the Ride Better Tips pages at <http://www.bikeleague.org/resources/better/index.php> , PSA’s <http://www.bikeleague.org/programs/bikemonth/psas.php> and the downloadable Bicycle Safety Tips for Adults video at <http://www.bikeleague.org/programs/education/shortversion.wmv>. Again, consider taking advantage of your local bicycle advocates for content and strategy development and manpower.



- Add bicycling and motorist education inserts in utility bills.
- Education on bicycling is not only important for bicyclists but for all road users - including motorists. Start a motorist education programs for professional drivers such as bus and taxi drivers in the city. See what San Francisco has done <http://www.sfbike.org/?drivertraining> Classes can be offered by League Cycling Instructors or local bicycle advocates and material is available through the League of American Bicyclists.
- Continue to improve bicycling education opportunities for children and adults. The essential [Smart Cycling](#) curriculum can be integrated into motor vehicle violation diversion programs, Safe Routes to School, as well as motorist education classes for city and private sector employees.
- Host a League Cycling Instructor seminar to increase the number of certified League Cycling Instructors in your community, who can teach both adult and child classes. Having local instructors will enable your community to expand cycling education, recruit knowledgeable cycling ambassadors, deliver education to motorists, provide cycling education to adults, and have an expert to assist in encouragement programs. Contact the League office or visit <http://www.bikeleague.org/programs/education/> for information.
- Team with a local advocacy group, bicycle shop, or League Cycling Instructor to offer regular public maintenance classes to residents at public parks, libraries, community centers and in conjunction with city events. A short tutorial on how to change a flat tire can empower a person to ride their bike more often. You can find local instructors and bike shops here: [https://members.bikeleague.org/members\\_online/members/findit.asp](https://members.bikeleague.org/members_online/members/findit.asp)

### **Encouragement**

Low hanging fruit and fast results:

- Reach children with bicycling education outside of school through recreation programs, bicycle repair co-ops, family-friendly community bicycle events and through youth bike clubs. Here is an example from Portland, OR - <http://www.communitycyclingcenter.org/index.php/programs-for-youth>
- Promote, host, sponsor and/or encourage a variety of bicycle-themed, fun and family-friendly community events year-round, such as a bike movie festival, a 4<sup>th</sup> of July bike parade, an “increase-your-appetite” Thanksgiving community ride, a dress-like-Santa community ride before Christmas, a kids triathlon, a bicycle fashion show, a Halloween bike decoration competition, etc. Work closely with local bicycle advocacy groups, bike clubs, bike shops, bike teams and schools. Provide appropriate safety measures such as road closures or police escorts.



- Encourage more local businesses to promote cycling to the workplace and to seek recognition through the *Bicycle Friendly Business* program. Businesses will profit from a [healthier, happier and more productive workforce](http://www.bikeleague.org/programs/bicyclefriendlyamerica/bicyclefriendlybusiness/) while the community would potentially profit from some bicycle-active businesses as well: increasing the bicycle mode share, less commuter traffic, better air quality, public bike parking in prime locations provided by businesses, new and powerful partners in advocating for bike infrastructure and programs on the local, state and federal level, and public bike events, skills and maintenance classes hosted or sponsored by businesses. The city should be the model employer for the rest of the community. For more information about the free program please visit <http://www.bikeleague.org/programs/bicyclefriendlyamerica/bicyclefriendlybusiness/>.
- Encourage local institutions of higher education to promote cycling and to seek recognition through the [Bicycle Friendly University](http://www.bikeleague.org/programs/bicyclefriendlyamerica/communities/bfc_stanford_university.php) program. College and university campuses are unique environments for their high density, stimulating atmosphere and defined boundaries. These factors make them ideal environments to incorporate bikes. Many colleges and universities have built upon these good conditions and embraced the enthusiasm for more bicycle-friendly campuses by incorporating bike share programs, bike co-ops, clubs, bicycling education classes and policies to promote bicycling as a preferred means of transportation. The community could potentially profit as well: Communities near a BFU such as Stanford or University of California at Davis have a very high number of regular bicyclists (as many students bike to campus, shops and restaurants), less congestion around campus, safer streets and university-hosted public bicycle events, programs and classes.” See what Stanford University is doing for cyclists: [http://www.bikeleague.org/programs/bicyclefriendlyamerica/communities/bfc\\_stanford\\_university.php](http://www.bikeleague.org/programs/bicyclefriendlyamerica/communities/bfc_stanford_university.php)
- Actively involve the local bicycle community in community planning efforts, policy development and public outreach.
- Set up and promote bicycle-themed community celebrations and/or rides each time the community completes a new bicycle related project. This is a great way to show off the city’s good efforts and introduces new users to the improvement.
- Consider offering a ‘Ciclovía’ or ‘Summer Streets’ type event, closing off a major corridor to auto traffic and offering the space to cyclists, pedestrians and group exercise events. <http://cicloviarecreativa.uniandes.edu.co/english/index.html>
- Consider partnering with a local bicycle advocacy group or bike club to launch a bike buddy or bicyclist mentorship program for inexperienced riders. A bike mentorship program that teams experienced cyclists with newcomers is a great way to encourage and educate novice commuters. See what Spokane, Wash. and Charlotte, N.C. are doing <http://groups.google.com/group/bikementor>, <http://www.spokanebicycleclub.org/bikebuddy.htm>



- Consider creating a Bicycle Ambassador program like Chicago's:  
<http://www.activetrans.org/volunteer/become-active-trans-volunteer-ambassador>
- Design and publish several local bike maps in paper and online, addressing diverse needs and skill levels (commuter, visitor, sport cyclist, mountain biker etc). Each map should outline the existing on and/or off road bicycle network by infrastructure type and skill level (if applicable). In addition, maps could identify the location of landmarks, greenways, low-traffic streets, public restrooms, bike routes, designated scenic routes, bike stations, bike repair stations, bike parking and transit stations. See Portland, Oregon's commuter bike map: <http://www.portlandonline.com/transportation/index.cfm?c=39402&a=322407>

#### Long Term Goals

- Develop a series of short (2-5 mi.) (themed) loop rides around the community and provide appropriate way-finding signage. Integrate these rides into local bike maps.
- Consider launching a bike sharing system that is open to the public. A bike share system is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike. See what is being done across the country at <http://streetswiki.wikispaces.com/Public+Bike-Sharing+Programs>
- Recreational bicycling can be promoted through facilities and programs like velodromes, cyclocross course or similar bicycle amenities. Ensure that the facilities are accessible by bicycle, so that there is no need to drive to ride.

#### Enforcement

Low hanging fruit and fast results:

- Invite a police officer to become an active member of the bicycle advisory committee.
- Pass laws or ordinances that protect cyclists, e.g. implement penalties for motor vehicle users that 'door' cyclists and ban cell phone use and texting while driving.

#### Evaluation/Planning

Low hanging fruit and fast results:

- Consider conducting an economic impact study on bicycling in your community. See what Portland, OR has done:  
[http://www.altaplanning.com/App\\_Content/files/fp\\_docs/2008%20Portland%20Bicycle-Related%20Economy%20Report.pdf](http://www.altaplanning.com/App_Content/files/fp_docs/2008%20Portland%20Bicycle-Related%20Economy%20Report.pdf)





#### Long Term Goals

- Ensure to integrate the implementation of the bike plan into the master plan, all land use plans, zoning ordinances and larger development projects.
- Allow and encourage a mix of uses, a well connected street network and compact development patterns throughout the community to shorten the distances people need to bike.

For more ideas and best practices please visit the [Bicycle Friendly Community Resource Page](#).





# **City of Scottsdale League of American Bicyclists Bicycle Friendly Community Update**

**January 26, 2012**

# Bicycle Friendly Community Designation

- ▶ Recognizes municipalities that actively support cycling and encourage residents to use bicycles for transportation and recreation.
- ▶ Evaluation of cities gives measurable goals for improvements
  - The 5 E's
- ▶ An award of platinum, gold, silver or bronze status is designated for four years
- ▶ Scottsdale awarded Silver level in 2005
  - First community without a university or college to reach Silver level
  - Achieved Silver again in 2007

# Local Cycling Community

- ▶ Meetings in November & December 2010 & May 2011
- ▶ Examined:
  - BFC Program
  - 2007 application
  - Feedback from 2007 application
  - Gold communities
  - Improvements since 2007
- ▶ Provided input for current application

# Since 2007 Application

- ▶ Transportation Master Plan adopted 2008
- ▶ 2 Trails Planners
  - McDowell Sonoran Preserve
  - Transportation Department
- ▶ Ad Hoc Citizen Trails Task Force
- ▶ Trails Subcommittee
- ▶ New bikeways – increasing miles and connecting gaps
- ▶ Major outreach and education efforts
- ▶ Bicycle detection at intersections
- ▶ Wayfinding signage



# Transportation Master Plan

- ▶ Bicycle Element
- ▶ Complete Streets Policy
- ▶ Restripe Policy
- ▶ Safe Routes to School program
- ▶ Achieve a ranking of Gold from the League of American Bicyclists



# Outreach, Education and Events

- ▶ Transportation, Fire and Police
  - Presentations
    - ▶ K-12 Classrooms and college students
    - ▶ Scout troops
  - Bike Rodeos
  - Community bike rides – Cycle the Arts
  - Walk and Bike to School Day



# Outreach, Education and Events

- ▶ Education aimed at all ages
  - Booths at Public Safety Fairs, Senior Expo, Health Fairs, Tour de Scottsdale Expo and Fit City
  - Share the Road
  - Helmet Your Head
  - Focus on Safety
    - ▶ Video Public Service Announcements
    - ▶ Trading cards with safety tips
    - ▶ Bracelets



# Recently Completed

- ▶ Indian Bend Wash Path: Jackrabbit Rd – Chaparral Rd
- ▶ Chaparral Underpass west of Hayden and tunnel south of Chaparral
- ▶ Thomas Rd: Hayden Rd – Pima Rd
- ▶ Osborn Rd: 64<sup>th</sup> St – Scottsdale Rd
- ▶ Northsight Blvd: Loop 101 to Hayden Rd
- ▶ Crosscut Canal: Thomas Rd – Indian School Rd
- ▶ Goldwater Underpass / connections to south bank of AZ Canal
- ▶ Indian School Rd: Pima Rd – Drinkwater Blvd
- ▶ Oak St: Hayden Rd – 87<sup>th</sup> Terrace
- ▶ McDonald Rd eastbound: 78<sup>th</sup> St – east of Hayden Rd
- ▶ Indian Bend Rd: Scottsdale Rd to Hayden Rd
- ▶ Westland Rd: Pima Rd to 84<sup>th</sup> St
- ▶ 10 miles of bikeways were recently completed



# Recently Completed

- Indian School Rd: Pima Rd – Drinkwater Blvd



# Recently Completed

- ▶ Chaparral Underpass and Indian Bend Wash Path from Jackrabbit to Chaparral





# Recently Completed

- Thomas Rd: Hayden Rd – Pima Rd



- Similar project completed on Indian School Road near 64<sup>th</sup> Street

# Recently Completed

- Goldwater Underpass / connections to south bank of the Arizona Canal





# Recently Completed

## ► Crosscut Canal: Thomas Rd – Indian School Rd



# Facilities in Design and Construction

- ▶ Scottsdale will add 30 miles of bikeways during the coming year
  - ▶ 9 miles of arterial street bike lanes
  - ▶ 3.5 miles of paved shared use paths
  - ▶ 12 miles of unpaved trails
  - ▶ 2 underpasses
  - ▶ Several pedestrian refuge islands
  - ▶ McDowell Road bridge widening over Indian Bend Wash to add bike lanes and wider sidewalks
- ▶ Wayfinding Signage

# Scottsdale Gets GOLD

- ▶ Bicycle Friendly Communities Receive Awards
  - September 2011 - July 2015
  - Gold award is presented only to communities with remarkable commitments to bicycling
- ▶ Now among top 17 BFCs out of 190 in 46 states
  - 3 Platinum - Davis, Boulder, and Portland
  - 14 Gold - Seattle, San Francisco, Madison, and Fort Collins
- ▶ Award presentation November 15, 2011



# Next Steps

- ▶ The designation is due for renewal July 2015
- ▶ Continue improving the program and working with the community





# *Discussion / Questions*



# Trails, Bikeways and Sidewalks Program City of Scottsdale, Arizona

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